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NO. 2721
OCTOBER 31, 1907

LESLIE'S

ILLUSTRATED WEEKLY



THE CHARLES SCHWINLER PRESS.

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NO. 2721
OCTOBER 31, 1907

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PRICE
TEN CENTS

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Over four and a half miles in length of this ribbon pass through my presses each day in order to supply the demand for the Gillette Razor. This makes more than one hundred and fifty thousand (150,000) blades, each having two sharp edges, which represent nearly seven miles of razor edge turned out by my factories daily.

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Swift's Premium Calendar 1908



Is unique in shape and subjects and unusual in artistic treatment. It consists of three large panels, each 8 1/4 x 17 1/2 inches, richly lithographed in twelve colors and gold, rarely beautiful facsimiles of three magnificent paintings.

THE first panel is a beautiful head—an ideal American girl's head—painted by Miss Eggleston. Miss Eggleston's home is in Brooklyn, and she has made a fine reputation in her own chosen field of art. The Eggleston picture is bordered with a dainty gold frame, the whole having the appearance of being mounted upon watered silk of a silvery sheen. It is very artistic and decorative.

The second and third panels are reproductions of two paintings by the famous Russian artist, Eisman Semenowski. He has his studio in Paris, where he makes a specialty of figures and classical subjects. He has exhibited at the Paris Salon, the Royal Academy of London and other important exhibitions, and his pictures are popular with wealthy American art connoisseurs. The figures painted for our 1908 Calendar are classical without being severe and they have a warmth of tone and purity of technique that will make them highly appreciated by those who admire advanced art.

The picture here shown is the third panel, and will prove especially interesting to all who have been in Italy. The background is that famous view of Amalfi that one gets from the Cappuccini Convent, said to be the loveliest view in all Italy.

The Semenowski panels contain no advertising matter of any kind, and will make beautiful art subjects for permanent framing.

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Each Piece Branded on the Rind

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THEIR HONEYMOON—UP IN THE CLOUDS

Photogravure in sepia, 15 x 20
One Dollar

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225 Fourth Avenue New York

LESLIE'S WEEKLY



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MYSTERIOUS RELIC OF A PREHISTORIC AGE.

STONEHENGE, SALISBURY PLAIN, ENGLAND, A FAMOUS MEGALITHIC STRUCTURE WHOSE ORIGIN AND PURPOSE ARE WHOLLY UNKNOWN.

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Thursday, October 31, 1907

The Rage for Rash Legislation.

THAT THE laws should be bulwarks against in-justice to any citizen, whether rich or poor, is a truism so obvious that it ought not to be necessary to repeat it. Yet for the last year or two we have seen legislators throughout the country rushing to the making of laws aimed at corporations for no better reason than that they were corporations. Supposed to be deliberative bodies, some State Legislatures have been so precipitate in drawing and enacting measures for the crippling of the hated interests that the laws they succeeded in putting on the statute-books are unintelligible. In Wisconsin, for example, a representative of a great life-insurance company, at a hearing before the Governor on the insurance bills awaiting his signature, said: "I state plainly, Governor, that we do not understand these bills; our actuaries do not understand them; the committee in the Legislature does not understand them; the assembly does not understand them; the senate does not understand them—" "And the executive," the Governor interrupted, "does not understand them!"

Similar confusion exists in regard to the anti-trust law of Texas—whose last Legislature, by the way, beat all Texas records for the number of bills passed. The State already had a very drastic anti-trust law, enacted in 1903, and the provisions added by the Legislature of 1907 were intended to "put more teeth" in it. The act which has attracted most attention is that which makes it a felony to be a party to a monopoly or conspiracy in restraint of trade. This has been construed as providing that any person who represents, as agent, or sells goods made by a trust or combination shall be deemed guilty of a felony, and upon trial and conviction shall be punished by confinement in the penitentiary from two to ten years. These provisions have been supposed to apply to all merchants who sell trust-made goods, and to all persons who act for such concerns in Texas. The attorney-general, however, says that the new law applies only to acts involving agency for, or aiding, concerns formed or operating in violation of the State's anti-trust laws, and that it does not forbid the purchase or sale of trust-made articles by merchants and consumers. Inasmuch, however, as county and district attorneys are to receive substantial fees for convictions under the law, it is suggested that some of the prosecuting officials may be over-zealous in trying to bring innocent buyers and sellers under its provisions. Speaking of the general mass of Texas legislation for 1907, President Beaty, of the bar association of the State, says that many of the bills bear evidence of haste in their preparation, and that "clearness seems a virtue and tautology a vice forgotten." As a result, it is often necessary to grope through a maze of verbiage to discover a meaning, and sometimes it is finally left in doubt. "Trivial subjects, nice subjects, and varied subjects have received attention until one almost fears that syntax and table manners are included." To take an instance of rash national legislation, the Southern States are now suffering from the law for which their representatives in Congress voted, which prevents even a State government from guaranteeing employment to the immigrants whose labor those commonwealths so sorely need.

Instances might be multiplied of sentimental, vindictive, or perfunctory legislation, carelessly drawn and recklessly enacted. We have commented before upon the fine example set by Governor Hughes to Legislatures and executives when, in vetoing the two-cent-fare bill, he advised investigation first, legislation afterward. The spectacle of this calm, judicial-minded lawyer, who sees in law-making one of the highest and most solemn duties that fall to the lot of man, with-

standing the wave of popular agitation, strong in his own convictions of right, is one that cannot be too often commended to weak-kneed executives and legislators greedy of short-lived popular praise—how short-lived may be surmised from the prompt judicial decision against the Pennsylvania two-cent law and the general belief among lawyers that none of the two-cent laws will stand the test of Supreme Court review. It is earnestly to be hoped that his conservative influence may be felt in time to arrest the tendency which is impelling so many commonwealths to rash legislation, the baneful effects of which may hardly be predicted.

Public Sentiment Made to Order.

AMAZING revelations have followed the skillful probing by Mr. William Ivins, in his investigation of the great traction merger as counsel for the public-service commission of New York City—revelations which deserve the careful attention of the public. They show how a bogus public sentiment may be created in a great city by the unscrupulous use of money; how eminent lawyers, prominent labor leaders, and even men who are classed as reformers, may, if money enough is forthcoming, be induced to cast the weight of their personal and professional influence on one side or the other in a contest for the control of the city's transportation facilities. Strenuous efforts were made to conceal the inside facts of the campaign carried on by the transit companies' agents against the Belmont interests for future subway construction, which finally resulted in the merger of all the traffic interests of Manhattan and the Bronx; but, thanks to the iron rulings of Chairman Willcox and the dogged insistency of Mr. Ivins, enough was uncovered to "astonish the natives" of even so rogue-ridden a city as New York.

Mr. Lemuel Ely Quigg, once a brilliant metropolitan journalist, later a congressman, lawyer, and political leader, testified to his work for three years as general engineer of the publicity movement carried on by the Metropolitan Street Railway management against the rival interests. In that period he had the handling of \$151,000, charged to what is known as the "subway special account" of the Metropolitan Securities Company. Not all of this sum was definitely accounted for, but it is understood that most of it, after deductions were made for Mr. Quigg's own substantial salary, went to various persons employed by him to manufacture ("accelerate" is the word Mr. Quigg prefers) public sentiment for the Metropolitan and against the Belmont subway schemes. Another disclosure which has had an unfortunate effect (for the men who brought about the merger) is the admission that the traction magnates paid the expenses of the Civic Federation commission which studied municipal ownership abroad and rendered a "satisfactory" verdict against it, although a number of the commissioners found much to commend in it. This remarkable exposure of the most up-to-date methods of publicity promotion has furnished the language—thanks to the New York Tribune—with a new phrase, "Quigging" public sentiment; and "acceleration" and "construction account" are likely to be piquant additions to the slang of the day. Meanwhile, in the words of Boss Tweed, "what are you going to do about it?"

The Uncertainties of Politics.

OKLAHOMA'S sweeping Democratic majority in its first election reminds us that the politicians often err regarding the side which new States will take, and reminds us also that a State's first vote does not always tell how it will go in subsequent elections. Fearing that the canvass would be close in 1864 the Republicans admitted Nevada, with its 12,000 or 15,000 population, and though that State gave its electoral votes to Lincoln in that year, the result showed that he could have given away dozens of votes, and still have carried the country. In the meantime the Republicans had created a rotten borough which went against them in 1880, 1892, 1896, and 1900. Deluded by the promises of support for Tilden made by Colorado's politicians, Speaker Kerr, Samuel J. Randall, and the Democratic House of Representatives consented to admit Colorado in 1876, and it got in just in time to cast its vote for the Republicans. Had the Democrats postponed Colorado's admission a few weeks longer Tilden and not Hayes would have been made President. Colorado fooled the Republicans by turning against them in 1892, 1896, and 1900.

"We have made ourselves solid with the new States and with the whole of the West, and there will be no more Democratic victories," exclaimed many Republican politicians when, in 1889-1890, the two Dakotas, Montana, Washington, Idaho, and Wyoming entered statehood. Immediately afterward Cleveland swept the country, beating Harrison, and carrying such stalwart Republican Western States as Illinois and Wisconsin, and getting one electoral vote from Ohio, while Idaho went to Weaver, the Populist, and North Dakota divided its vote equally between Harrison, Cleveland, and Weaver. In 1896 and 1900 several of these new States gave their votes to Bryan. By his vast personal popularity Roosevelt won all those States and the whole of the West back to the Republicans in 1904, but with any other man than Roosevelt as the candidate in 1908 some of those States may go to the Democrats again.

Probably Oklahoma will, like many of the other new States, have surprises for the party prophets. It will add a little to the Democratic vote in the Senate and House in the approaching Congress, but not enough

to make much of a difference in square party divisions. It will give its vote to the Democrats in 1908, except that Roosevelt, if renominated, would have a fair chance to carry it, as well as to carry the whole of the West, as he did three years ago. In any event, several forces will operate against continued Democratic sway in Oklahoma. The absurdities and vices which the Democrats have put into the State's constitution will be sure, when they go into operation, to turn many votes in favor of the Republicans. Most of the immigration hereafter into the State will be likely to be from the West and North instead of from the South, and thus add to the Republican vote. The State's increase in wealth and education will bring balance and conservatism, and thus aid the Republicans. It will not be at all surprising if, before 1912, the State of Oklahoma swings over to the Republican side.

The Plain Truth.

IT IS greatly to be hoped that Secretary Taft's visit to Japan will result in the amicable settlement of the vexed question of Japanese immigration, which has had a far more serious import than most people believe. It would have been deplorable if two great nations had become embroiled over such a dispute, and if the report is confirmed that Japan has decided to remove this country's cause of complaint by opening up for its surplus population vast tracts for settlement in Korea, both countries are to be congratulated—and the genial "Secretary of Peace" as well, for his share in the happy ending of the difficulty.

IN VIEW of all that Mr. Edison has done for the world, it is perhaps ungracious to scrutinize too closely another gift which he is preparing for us, but a fearsome prospect is opened up by his announcement that he has invented a method of concrete building by which he can turn out thousand-dollar houses from the same mould, like candles or waffles. An English visitor recently condemned American architecture because it was Greek, Gothic—anything but the product of our own soil. That objection certainly cannot apply to Mr. Edison's cement houses; but fancy untold thousands of suburban dwellings in the "Queen Anne style, high-peaked roof, and with a front that is suggestive of the exclusive brownstone-front sections of New York City!"

WE SHALL not attempt the delicate task of advising the trustees of Swarthmore for or against the acceptance of the \$3,000,000 gift which is offered them as the reward for abolishing football in that staid Quaker institution. But while the pros and cons of college sports are being canvassed, it is pertinent to point out one evil which should be corrected in those colleges which have no such inducement to forego indulgence in athletics. This is the tax which is laid upon students for the support of their various teams. The objection is not merely that college football, baseball, and rowing cost too much, and that the elaborate expenditure which they involve tends to make business of what should be only pleasure; the "support of the team" is naturally a point of honor among undergraduates, and not to contribute distinguishes the poor students unpleasantly from the rich. This is especially the case in institutions in which, as at Harvard, ability to collect large sums for athletics helps a man to social position among his fellows. While it is too much, perhaps, to hope that distinctions of fortune can be entirely ignored even in the democracy of an American student body, the strict limitation by college authorities of athletic expenditures to reasonable figures would have a tendency to restore the old-time spirit of simplicity and equality.

THE debt of the largest and wealthiest city on the American continent is over \$500,000,000; or more than half the total bonded debt of the United States, more than twice that of all the States in the Union, almost a hundred million dollars more than the combined debt of the next twenty-five largest cities; and yet the average citizen of New York City, who not only pays his current taxes, but incidentally pays interest on this enormous debt, either reads the comptroller's report with indifference or not at all. The most glaring exposé of greed and extortion fails to bestir or to awaken the taxpayer. During the current year there will be raised for taxation purposes in greater New York approximately \$130,000,000. But the economic truth, which it seems impossible to hammer into the head of the man who is not a taxpayer, is the indisputable fact that when he eats, his food is taxed, and when he sleeps, his lodging is taxed, through excessive charges, in order to keep the head of this millionaire city above water and incidentally to fill the maws of the money-lenders. It has been figured that at least four cents of every dollar expended by private citizens, through the ordinary channels of daily needs, represents a sort of income-tax levied to pay interest on the debt of the city. Every examination into a public department serves only to lift the lid long enough for us to see the graft that boils within. Business men, who would not tolerate leakage in their private business, find no occasion for alarm in the repeated exposures of corruption. And yet what is a municipality but a public business? The only difference is that, instead of being the business of one, it is the business of many, and here, if anywhere, obtains what is termed the community of interest. It is not always possible to lay all the blame for such a state of affairs the door of the mayor; yet he is responsible for the incompetence and trickery of his appointees.

PEOPLE TALKED ABOUT

IF OUR good and true friend, Colonel Henry Watterson, the brilliant editor of the Louisville *Courier-Journal*, is really "out of politics," as he is reported to have said, and will deal henceforth, to use his own phrase, with the "simplicities of life—the beatitudes," the joy of the nation will be sensibly diminished by the loss of so brilliant a political controversialist.



HENRY WATTERSON,
Editor of the *Courier-Journal*, who says he is now "out of politics."
Klauber.

If he is weak to-day, he is stronger to-morrow, or vice versa. He will not get out of the way for others. He will ditch the train if he cannot ride in the box. Colonel Watterson has good grounds for his contempt for his party's leadership. The Democracy is in grievous need of a Moses, but—if the chronology of the figure may be pardoned—its first duty to itself is to cast its Jonah overboard.

THE United States government was represented at the recent celebration of an almost mediæval custom, that of enriching favorite shrines and religious images with costly offerings. This custom still survives among the Roman Catholics of the Philippines. Recently the Filipinos contributed \$50,000 in jewels for the shrine of the Virgin of the Rosary, in Manila, and a \$30,000 crown was placed upon the head of the image, with imposing ceremonies, the Apostolic Delegate and five bishops, representing the archipelago and Oriental countries, officiating in the presence of fifteen thousand persons. The United States government was represented in the person of Governor-General Smith, a devout Roman Catholic.

ONE of the noted characters of the Pacific coast is "Father" Alonzo Erastus Horton, who recently figured largely in the ceremony, at San Diego, Cal., of turning the first dirt on the line of the San Diego and Arizona Railroad, the new line which is to connect the city of the Silver Gate with the East. "Father" Horton founded the present city of San Diego in 1867, at which time he bought 880 acres of land at an average of twenty-six cents an acre. It was natural, therefore, that he should take a prominent part in any function affecting the prosperity of the city. He was the chief assistant, on the occasion mentioned, of Mayor John F. Forward, of San Diego, who handled the shovel, but it did not need any official participation in the proceedings to make him the centre of observation. Besides founding San Diego, with its present population of over 40,000, "Father" Horton also founded the city of Hortonville, Wis. He was born in Union, Conn., October 24th, 1813. He first went to California in 1851, and for some years was engaged in mining and the buying of gold dust. In 1856 he was in the city of Panama and lost \$10,000 in gold, which was taken by rioters. But for his courage some of his fellow-travelers would have been killed during the excitement while they were crossing the isthmus. "Father" Horton is still hale and hearty, in spite of his ninety-four years.



"FATHER" A. E. HORTON,
The ninety-four-year-old founder of San Diego, Cal., and Mayor Forward (with shovel) officiating at the breaking of ground for a new railroad.—*Fitch Studio.*

IT IS said that the only official woman jailer in the world is Madame Jenny Porchet, who is in charge of the prison of Aigle, Switzerland. She married the chief warden of the prison, who soon afterward became a confirmed invalid. Madame Porchet thereupon took up his duties, and performed them so acceptably that when he died, seventeen years ago, the authorities appointed her to his position. She is a strict disciplinarian, with a kind heart, and has made the prison a model one.

WHEN, a few weeks ago, it was learned that the Countess of Warwick had made a trip to this country under an assumed name, there were all sorts of conjectures as to the reasons for her visit. The countess is noted for her beauty, and also, in spite of her aristocratic lineage and position, for being the leading woman socialist of Great Britain. A person so interesting, the fertile-minded writers for the press assumed, must have come here for some more or less remarkable purpose. Just before sailing home, the other day, however, the countess made the very simple explanation that she had undertaken the journey purely for rest and recreation. This it was which impelled her to travel incognito and to shun social functions, and the reporters as well. But while she had, as she expressed it, a lazy time of it, Lady Warwick found time to inspect and to become appreciative of the schools and hospitals of New York. She also was agreeably impressed with American women, whom she pronounced charming. Though not a woman suffragist, the countess has taken an active part in English public life. She has addressed many political gatherings from a cart, advocating socialistic doctrines, and she founded the Social Democratic Federation in the East End of London, as well as various "settlements," which have caused a substantial increase in the Socialistic vote.



THE COUNTESS OF WARWICK,
Leading woman socialist of Great Britain,
who lately visited the United States.

BY HIS gallant rescue of a Harvard student from the waters of the Charles River, Robert Bacon, Assistant Secretary of State, recently gained new laurels for physical prowess. While visiting his two sons at Cambridge, Mr. Bacon accompanied the coach on the launch which followed the crew on one of its fall practice spins. Two students were watching the oarsmen from a canoe, which was overturned as the shell passed it. Mr. Bacon and J. S. Reed jumped into the water, and by strenuous efforts succeeded in bringing the men safely to the launch. Elliott Bacon, the secretary's youngest son, was stroking the crew at the time of the accident. The secretary himself is an old Harvard oarsman, and is one of the most prominent members of President Roosevelt's famous "tennis cabinet." Mr. Bacon has been mentioned as a possible ambassador abroad.



ROBERT BACON,
Assistant Secretary of State, who rescued a Harvard student from drowning.

CRITICISMS directed against the President and Secretary Loeb a year or so ago because of the alleged too forcible ejection of Mrs. Minot Morris from the White House, where she had created a scene, were shown at the time to be unfounded, but now additional strong refutation of them has appeared. Recently Mrs. Morris was pronounced hopelessly insane, and was sent to an asylum in Illinois. There is reason to believe that she was mentally unsound when the White House incident occurred.

ONLY one negro was given a seat in the house of bishops at the recent general convention of the American Episcopal Church, held in Richmond, Va. He is Bishop Ferguson, of Africa. One evening he was entertained at dinner by Bishop and Mrs. Potter, of New York. As this prominent recognition of a colored man's social equality took place where racial lines are strictly drawn, it excited much comment in Southern circles. Bishop Ferguson is credited with doing efficient religious work in the Dark Continent.

IN SOME of the lesser cities of the land there flourish newspapers which possess an influence denied to many a metropolitan publication. Among these stands the Providence *Journal*, popularly known for almost a century as "The Rhode Island Bible," because of the faith with which the people of that State have accepted its judgments on the questions of the time. There have been men of power at the head of this important paper, and its present editor and publisher, Frederick Roy Martin, has displayed professional qualities that well sustain the *Journal's* traditions. Mr. Martin is a graduate of Harvard University. His conduct of the *Journal* in a fight for political decency won for him an honorary degree from Brown University, conferred on him, in the words of President Faunce, as "a writer of lucid and forcible English, a helper in all good causes, and a teacher and example of public spirit." Although only thirty-six years old, Mr. Martin has had a good deal of experience in journalism, having served on Boston papers, in various capacities, and as a war and general correspondent, besides filling the post of associate editor on the *Journal* for a number of years. He is a well-known contributor to periodicals.



FREDERICK R. MARTIN,
The young editor of the leading newspaper of Rhode Island.

UNLESS we have omitted one or more of them, John D. Rockefeller's recent gift of \$600,000 to found the Harper Memorial Library of the University of Chicago makes the total of his benefactions \$102,655,000—of which vast amount that institution alone has received \$28,000,000. If the estimate of his fortune at \$300,000,000 is accepted as approximately correct, Mr. Rockefeller has given away more than a quarter of his possessions. It is easy to say that the benefactions of the rich are not, in proportion to their wealth, so considerable as those of the poor; but how many of the critics of the oil magnate have dispensed so large a proportion of their worldly goods in charities and benevolences?

HAVING achieved fame as the commander of the only expedition that ever succeeded in sailing—or drifting—through the Northwest Passage, from the west coast of Greenland to Behring Straits, Captain Raold Amundsen aspires to win new laurels as an arctic explorer. He has planned to enter the race with Peary, Cook, and others for the North Pole, and is so determined to reach the latter that he is prepared to devote six years to the project, if necessary. A novel feature of the captain's undertaking will probably excite a livelier popular interest in it than will be aroused by any of the rival dashes to the farthest north. After going as far as he can toward the pole from Bering Straits in a ship, Amundsen proposes to proceed over the ice fields on sleds drawn by bears instead of by dogs. He says that bruins will be able to do more work than canines, and as the former hibernate during the winter months, it will not cost so much to feed them. A prominent animal trainer is "educating" four bears for this service, and he asserts that they will be tractable and industrious. Captain Amundsen is confident that with this outfit he can reach and return from the pole in safety, but possibly some one else will touch goal first. However, every arctic explorer, whether specially successful or not, is bound to win glory.



CAPTAIN RAOLD AMUNDSEN,
The discoverer of the Northwest passage, who will seek the North Pole with a team of bears.—Copyright, 1900.
by F. A. Cook.



THE ARMY TEAM PREPARING TO CARRY THE BALL AROUND YALE'S RIGHT END IN THE TIE GAME (0 TO 0) AT WEST POINT.



THE MIDDIES HOLDING THE GIANT HARVARD LINE IN THE HARD-FOUGHT ANNAPOLIS GAME (HARVARD 6, NAVY 0). "PA" CORBIN, THE FAMOUS YALE PLAYER (WITH LEGGINGS) ACTING AS REFEREE.

THE THREE ARMS OF THE FOOTBALL SERVICE.

GRIDIRON CONTESTS IN WHICH THE PARTICIPANTS REPRESENTED THE ARMY, THE NAVY, AND THE GREAT UNIVERSITIES.—Photographs by the Pictorial News Company.

Talc Isn't Cheap This Year.

THE FARMER who has a deposit of fuller's earth on his farm may find that he has in it an unexpected asset. There is a talc-powder famine in the United States, and, as fuller's earth is the basis of the powder, consumers are bestirring themselves to supplement the present supply, which comes mainly from Austria. These consumers are not entirely those who use it for the benefit of their complexions, as might be imagined. The people who feel the shortage most are the rice-millers and the dealers who supply them. The material has hitherto been used in enormous quantities for cleaning and polishing rice. When the pure-food law went into effect it was generally supposed that this method was forbidden. Recently, however, the Rice Association of America obtained a ruling from the government that the practice might be continued, and the dealers have been making strenuous efforts to meet the demand which they had



PRESBYTERIAN CHURCH SO BADLY DAMAGED THAT IT AFTERWARD COLLAPSED.—A. C. Duddleston.

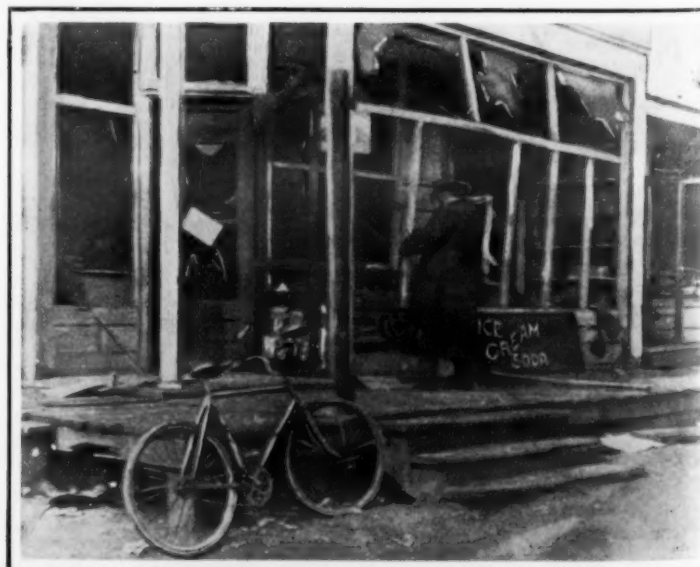
not anticipated. Large deposits of fuller's earth exist in Texas, and their comparative nearness to the rice fields is likely to lead to their working.

England's Only American Peer.

AFTER getting along as best she might without a Lord Fairfax for four generations, England has at last been supplied with a full-fledged peer of that name. Strangely enough, he is an American by birth and breeding. In Maryland, his native State, and in a Wall Street bank, where he was a clerk for some years, he was known as Albert Kirby Fairfax. His father was a physician and his mother was the daughter of a colonel in the American army. Young Fairfax's right to the title was discovered on the other side in time to insure him an invitation to the King's coronation five years ago. He accepted the summons to London and has lived there ever since. Lately he has taken out naturalization papers as a British subject, which will make him eligible to a seat in the House of Lords.



TROLLEY-CAR SHATTERED AND HURLED DOWN AN EMBANKMENT.—J. R. Schmidt.



OFFICE OF FONTANET'S ONLY HOTEL WRECKED AND RUINED.—A. C. Duddleston.

A WHOLE TOWN WRECKED BY A POWDER EXPLOSION.

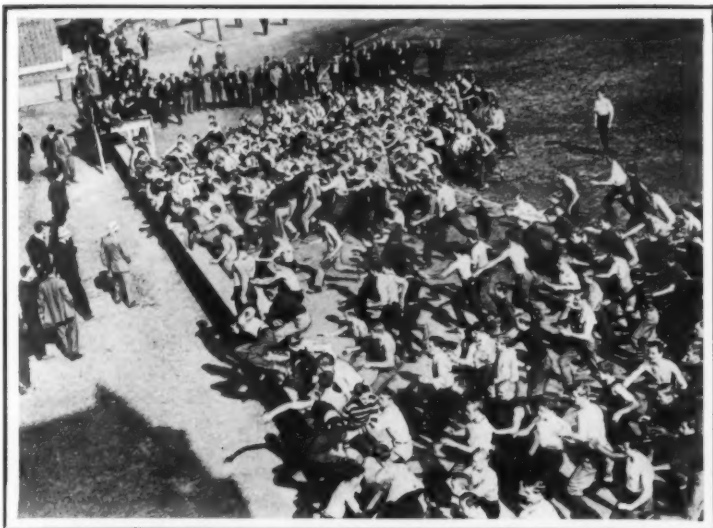
EVIDENCES OF THE HAVOC WROUGHT BY THE BLOWING UP OF 65,000 KEGS OF POWDER AND 50,000 POUNDS OF DYNAMITE IN THE DU PONT POWDER COMPANY'S MAGAZINE AT FONTANET, IND. EVERY BUILDING IN THE PLACE (WHICH HAD 1,000 INHABITANTS) WAS DAMAGED, 38 PERSONS WERE KILLED AND HUNDREDS INJURED.—THE PROPERTY LOSS WAS NEARLY \$800,000.



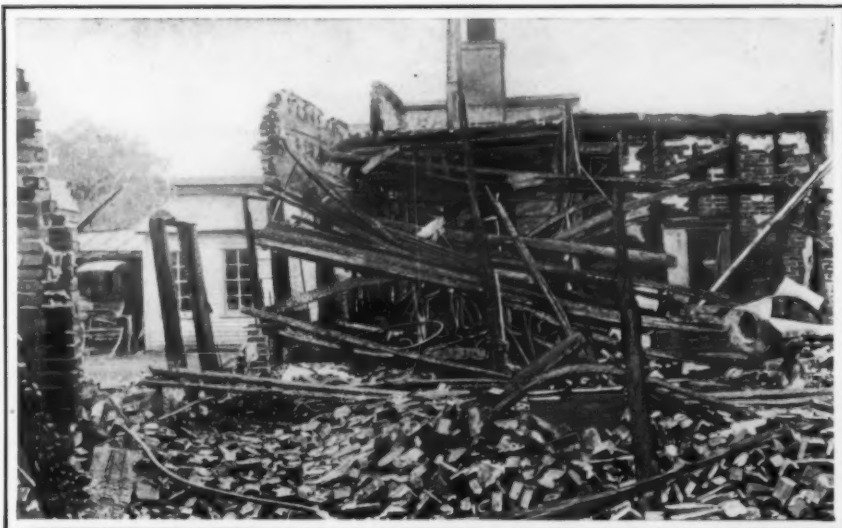
NEW MILLS HOTEL IN NEW YORK, JUST COMPLETED—THE THIRD INN FOR MEN OF LIMITED MEANS ERECTED BY DARIUS O. MILLS.—*Peter Winship, New Jersey.*



ARMY OFFICERS ENGAGED IN THE RECENT RIDING TEST, IN VIRGINIA, ORDERED BY PRESIDENT ROOSEVELT.—*Harris & Ewing, District of Columbia.*



FIRST "FENCE RUSH" AT THE UNIVERSITY OF PENNSYLVANIA, IN WHICH THE SOPHOMORES DEFEATED THE FRESHMEN.—*P-J. Press Bureau, Pennsylvania.*



RUINS OF A DYE-HOUSE IN MEMPHIS, TENN., WRECKED BY A GASOLINE EXPLOSION AND FIRE, WITH SEVERAL FATALITIES.—*Elmer E. Houk, Tennessee.*



(PRIZE WINNER \$10.) CINCINNATI POLICE DEPARTMENT LINED UP FOR REVIEW AND THE PRESENTATION OF MEDALS TO DESERVING OFFICERS.—*J. R. Schmidt, Ohio.*



SECRETARY ROOT (ON REAR SEAT, RIGHT SIDE) TAKING A RIDE IN AN AUTOMOBILE DURING HIS RECENT VISIT TO THE CITY OF MEXICO.—*Percy S. Cox, Mexico.*



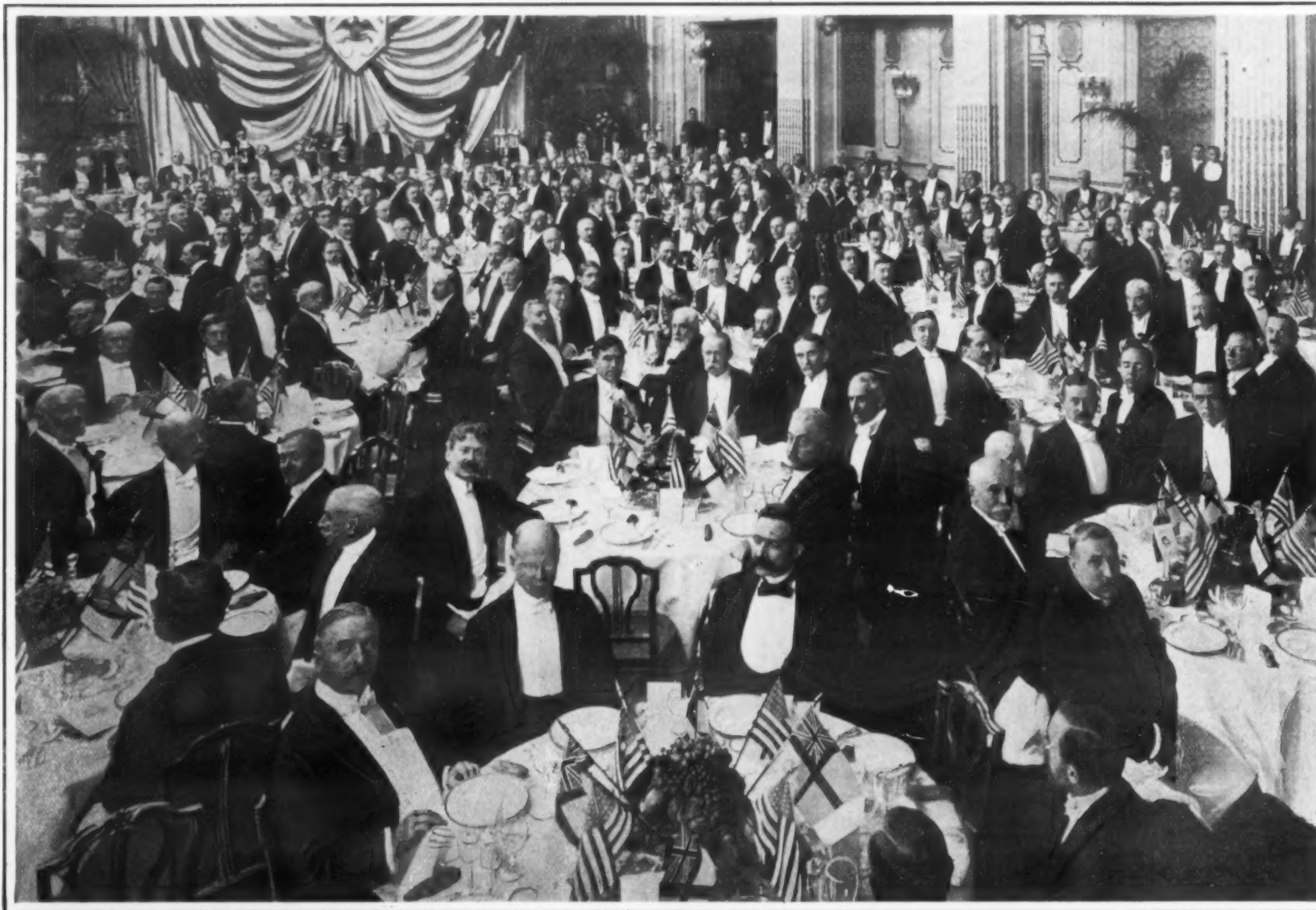
GENERAL WATTS, WITH MIKE BANNERMAN, AMERICA'S OLDEST TROTTING-HORSE DRIVER, IN THE SULKY, ABOUT TO START IN A \$14,000 RACE, WHICH HE WON.
R. L. McClure, Kentucky.



MONUMENT LATELY ERECTED AT VALLEY FORGE, PA., IN MEMORY OF THE MAINE SOLDIERS OF THE REVOLUTION WHO SUFFERED THERE.—*P-J. Press Bureau, Pennsylvania.*

NEWS PHOTO PRIZE CONTEST—OHIO WINS.

NOTEWORTHY EVENTS OF THE TIME ILLUSTRATED BY SKILLED AND OBSERVANT CAMERISTS.



ENGLAND'S MOST POPULAR BISHOP HONORED IN NEW YORK.

THE RT. REV. A. F. WINNINGTON-INGRAM, BISHOP OF LONDON, THE GUEST OF THE PILGRIMS OF THE UNITED STATES AT A NOTABLE DINNER GATHERING AT THE PLAZA HOTEL.
W. Butler Duncan, president of the club, standing under the escutcheon—on his left, ex-Vice President Levi P. Morton; on his right, in the order named: Bishop Winnington-Ingram, President Nicholas Murray Butler, of Columbia, and Alton B. Parker, ex-chief judge of the New York Court of Appeals.

THE MAN IN THE AUTO

NO RADICAL changes in the Maxwell cars for 1908 are announced. Such excellence has been attained in two-cylinder construction that the differences between the 1907 and 1908 cars of this type will be minor ones, consisting in the refinement of details rather than in departures from the design of former models. The most noteworthy addition to the Maxwell line is the 24-26 horse-power four-cylinder car, which is furnished with either runabout or touring body, and sells at \$1,750. This machine, supplying the efficiency of the high-power cars at moderate cost, is within the reach of almost any one who can afford a motor-car at all. In placing this car on the market the Maxwell-Briscoe Company is following out its policy of producing high-class machines of ample power, lightness, and strength sufficient to withstand average American road conditions, at such a price as to make motoring attractive to the moderately well-to-do as well as the very rich.

THESE ARE the conveniences which a California motorist has installed in his machine: Combination speedometer with eight-day clock and special lamp with independent batteries for illuminating speedometer and clock, folding glass front, gradometer, specially-designed top with "gypsy" side curtains and ladies' shawl rack in upper back of top, front bumpers, safety tire-holders with two inclosed casings and inner tubes, gas-tank in addition to regular gas-generating outfit, horn, complete set of slip covers, and supplementary springs, forward and rear. He says that no one needs any other accessory except a foot-warmer, for which he, in his locality, has no use.

THE SUCCESS of automobile mail wagons in other cities has resulted in the filing of requests for automobile collection and distribution from the postmasters of St. Louis, Omaha, Kansas City, and Los Angeles.

WITH THE approach of cold weather the question of an anti-freezing solution for the cooling system of a car becomes important. One of the best mixtures is said to be a compound of wood alcohol and water, forty per cent. of the former withstanding a temperature of fifteen degrees below zero.

TO ENCOURAGE the commercial use of automobiles a firm in Vienna has

decided to establish a business of renting motor trucks, etc., by the day, week, or month. It is believed that many merchants who are deterred by the large initial expense from testing the merits of motor-wagon delivery would install automobile delivery systems if they could have an opportunity of watching the work done for them by rented vehicles.

RECKLESS automobilists who escape arrest in Massachusetts may be brought to book after they leave the State. A Chicago man who is said to have injured two persons at Magnolia last July has been indicted on a charge of assault, a proceeding which makes it possible to secure his presence in court by extradition. The Safe Roads Automobile Association of Massachusetts, which is conducting a campaign against reckless driving, entered the complaint on which the indictment was based.

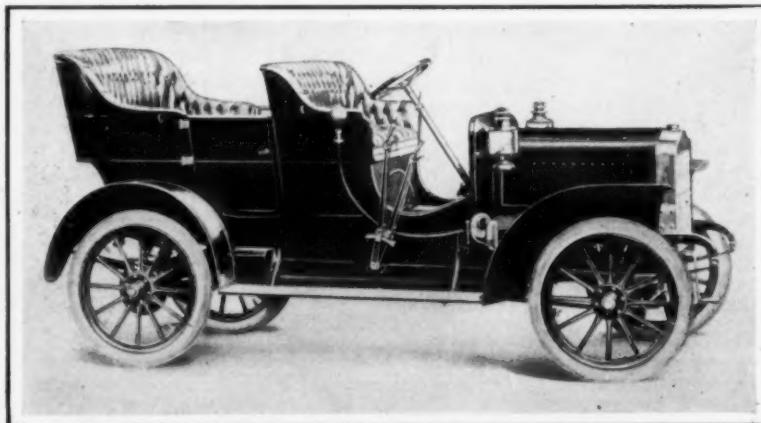
"BY ENCOURAGING speeding among chauffeurs and owners, makers of high-powered and mile-a-minute cars are doing an injury to the automobile industry which they will regret some day," says the manager of a big Chicago automobile agency. "If a driver can get from thirty to forty miles an hour out of his car he is possessed of all the speed he can use in ordinary touring. American country roads will not stand more than twenty to twenty-five miles an hour, and the average is a great deal less than that. Most automobile accidents are caused by the

inability of the driver to properly control in an emergency a car going at high speed. The professional or experienced driver may be able to handle cars of great speed, but the average automobile owner wants to run his own car, and often the knowledge that he can travel as fast as the speediest railroad train leads him to take chances that he would not think of if some manufacturers would discontinue the practice of 'playing up' speed as one of the first requisites of an automobile for ordinary city and touring purposes."

New Cure for Tuberculosis.

WHAT gives promise of being one of the most beneficial discoveries in the history of the world was modestly suggested by Dr. Albert Calmette, director of the Pasteur Institute at Lille, France, in the course of an address before the international conference on tuberculosis in Vienna. He reported that he had been able to render all the animals used for experiment at the institute—cattle, sheep, and guinea-pigs—immune against the most formidable doses of tuberculosis virus. That is to say, the immunization has been complete for the eleven months during which they have been under observation. If it be proved that it is permanent, or that it lasts even for a period of only a few years, and that a similar treatment may be applied to human beings, the importance of this little-heralded discovery can hardly be over-estimated.

The use of electricity in cases of tuberculosis, not altogether as a specific cure, but as a minor accessory to medical or hygienic treatment, is advocated by Dr. F. F. Strong, of Boston. Currents of high frequency, he says, have proved of special value, and during the last few years hundreds of cases have been reported by eminent authorities in which cures have resulted from the application of such currents where those agents formed the sole means employed for the elimination of the disease. Dr. Strong's treatment may be described as a combination of the following well-recognized healing agencies: Tesla currents of high potential and frequency directly applied to the chest by means of vacuum-electrodes; oxygen gas, which in itself has proved of great value in combating tubercular disease; chemically pure oxygen, free from nitrogen; forced inspiration, preceded by expiration to expel the dead air; and aromatic oils combined with other products in the form of an electrified nebula.



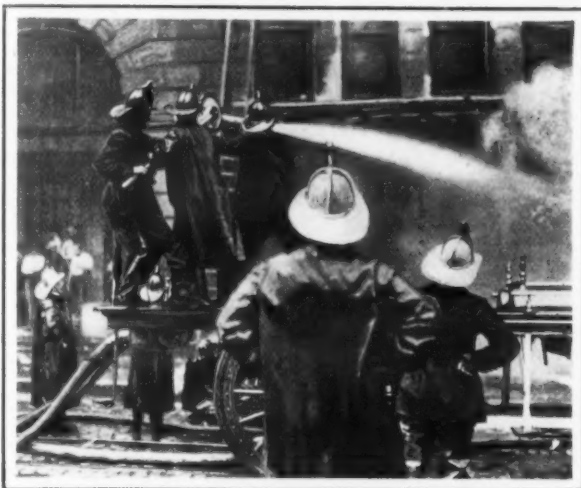
NEW MODERATE-PRICED 26-HORSE-POWER FOUR-CYLINDER MAXWELL TOURING-CAR, MODEL D, FOR 1908.



THE HALLOWEEN PARTY.
E. C. Reynolds, Connecticut.



SCARED BY THE HALLOWEEN JACK-O'-LANTERNS.
Mary H. Northend, Massachusetts.



POURING A STREAM FROM THE WATER-TOWER ON A NEW YORK FIRE.—John Anderson, Long Island.



(SECOND PRIZE, \$3.) CROWD WATCHING A NOON-DAY FIRE NEAR CITY HALL, NEW YORK.
Burton Benson, New York.



(FIRST PRIZE, \$5.) MAKING A JACK-O'-LANTERN FOR A HALLOWEEN MERRY-MAKING.—E. J. and H. D. Lee, Pennsylvania.



(THIRD PRIZE, \$2.) SOUTH JERSEY'S LEADING POTATO MARKET—BUSY AUTUMN SCENE AT ELMER, N. J.—Hubert S. Foster, New Jersey.



BIG GAME IN THE PANAMA CANAL ZONE—SIXTEEN-FOOT ALLIGATOR, WEIGHING 412 POUNDS, SHOT BY SUPERINTENDENT M. STEWART, AT EMPIRE.—Thomas A. Kercheval, Jr., Canal Zone.

AMATEUR PHOTO PRIZE CONTEST.

PENNSYLVANIA WINS THE FIRST PRIZE, NEW YORK THE SECOND, AND NEW JERSEY THE THIRD.

The American Automobile Popular in Hawaii

By Mrs. C. R. Miller

THE SPLENDID roads constructed by the territorial government of Hawaii have contributed much toward the increased number of automobiles on the islands. In Honolulu alone more than one hundred and fifty American-made machines are in use. Many of them are of the large touring-car variety, while about fifty are dainty runabouts. There is no speed law, but somehow the residents manage to avoid accidents by regulating their speed according to the density of the population along the driveways.

Nowhere in the world does the automobilist find more attractive scenery than on that little group of islands in the very heart of the Pacific. Honolulu, the metropolis, sits partly within an amphitheatre of mountains, with Punch-Bowl Hill, five hundred feet in height, directly at its back. All around are picturesque slopes and ravines covered with tropical verdure, while directly in front are the coral reefs where the blue Pacific dashes and glistens in the sunlight. Everywhere the broad, white roads stretch out as if to challenge the automobilist to test the speed of his car along their smooth surface. Innumerable trips may be planned, for, although the islands are not large, there is a network of roads leading to all points of interest. From Honolulu alone five mountains are readily accessible by macadamized roads to their summits. Automobile trips are frequently made, circling the entire island of Oahu, stopping for the night at the picturesque little Haleiwa Hotel on the opposite side of the island.

The road to Nuuanu Pali (precipice) is perhaps the favorite trip. Hawaiian history was made on this ground when Kamehameha the Conqueror drove the warriors of the King of Oahu over these cliffs. The Honolulu Country Club is just off this road, and there one finds Hawaiian royalty in the persons of Prince David and Prince Jonah Kaimio Kawanakoa sipping mint juleps or playing golf in true American style. The golf caddies are of many nationalities, yet they work together in perfect harmony and vie with each other in giving good service. The royal mausoleum is passed on this road, as well as many dwellings of the wealthier residents of the city.

The favorite ride for Saturday afternoon is to Moanalua, once the home of the Hawaiian kings, but now the residence of Mr. Samuel M. Damon, Honolulu's millionaire banker. Here each Saturday Mr. Damon receives his friends, but any tourist who may chance to call is assured of a cordial welcome, for hospitality and Hawaii are synonymous. This estate is the finest on the islands, and extends over hundreds of acres. Mr. Damon's collection of curios is alone worth a visit, the pleasure of which is enhanced by a friendly

greeting from the master of the house and a cup of tea daintily served in a room which fairly bristles with wonderfully carved furniture and rare flowers. The only grass hut on the island of Oahu stands on this estate, and is one of the remnants of native life, which under American rule is fast disappearing.

On the way to Moanalua the Kaneakao (native) Church, the landmark of Honolulu, is passed. This church is a monument to the work of the American missionaries, and was organized in 1825 with the first ten converts to Christianity in the Hawaiian Islands. It was burned later, and in 1842 the present building was erected, the stone being quarried and carried to the spot by hand by the converted natives. The service is conducted in the Hawaiian language. Close by is Honolulu's only monument—a heroic statue of King Kamehameha. The figure of the king is black, while the robes of state draped about him are of gold.

On Fort Street the automobilist will pass a group of good-natured flower venders who make their living by selling wreaths. The Hawaiians are fond of flowers, and the queer old island custom of wearing wreaths of natural flowers around the hat and neck, especially when one is leaving town, is still in vogue. These wreaths are known as *leis*, and a beautiful one made of carnations may be purchased for twenty-five cents. Hundreds of these are sold on steamer days, as the average passenger goes away with four or five wreaths about his or her neck—placed there by the inhabitants as a token of their best wishes for a safe voyage.

The road to the famous Waikiki Beach is the realization of the automobilist's dream, and it was over this highway that Mr. and Mrs. Nicholas Longworth delighted to speed during their recent visit to the islands. Part of this road is arched over by iron-wood trees, the leaves of which are as delicate as those of asparagus fern. The huge banyan trees, the rice fields, the Chinese duck farms, and the large parks with their rows of date palms along the route are all objects of unusual interest to the sight-seer. At Waikiki there is generally a stop for a ride in one of the peculiar Hawaiian canoes manned by natives. The boats are rowed out several hundred yards in the water, where they are caught by the waves and shot toward shore at lightning speed, the natives shouting with delight as the spray dashes over the occupants. This exhilarating sport is known as surf-riding and was another favorite amusement of Mrs. Longworth, who is well known to be an expert swimmer. The Moana valley, with its mountain scenery and strange, papia trees, is of sufficient attractiveness to justify a special auto trip.

Oahu is not the only island of good roads, for Hawaii, the largest of the group, also boasts of her automobiles, and at Hilo the sound of the "honk, honk" is quite common. Many of the highways there have been built of lava, which makes an excellent road-bed. The trip around the island, 297 miles, must not be missed—especially the twenty-five miles through the fertile Kona district. Good roads are found on the island of Mani, even to the summit of Mount Haleakala, the largest extinct volcano in the world, which rises more than ten thousand feet above the sea level.

And so it will be seen that, with as fine roads as can be found anywhere, running along the ocean shore and mountain-side and leading to numberless spots of unsurpassed beauty, the time is not far distant when the American-made automobile will be the prevailing mode of travel in the Hawaiian Islands.

Our Last Source of Hard-wood Supply.

AMERICA'S future hard-wood supply must come mainly from the Appalachian Mountains, according to the Forest Service. The other chief centres of production are now in the lake States and the lower Mississippi valley; but in the former the presence of hard woods is an almost certain indication of rich soil, and the tracts once cleared are turned to agricultural uses. In Arkansas, Louisiana, and Mississippi, the production of hard woods has reached its height, and in Missouri and Texas it has begun to decline. The Appalachians contain the largest body of this timber remaining in the United States, and have the greatest variety of species. Rightly managed, their forests would produce twenty billion feet per year, since their soil and climate combine to make heavy stands and cause rapid growth. Much of this area, however, has been so damaged by fire and cutting that it will be years before its 75,000,000 acres are fully productive.

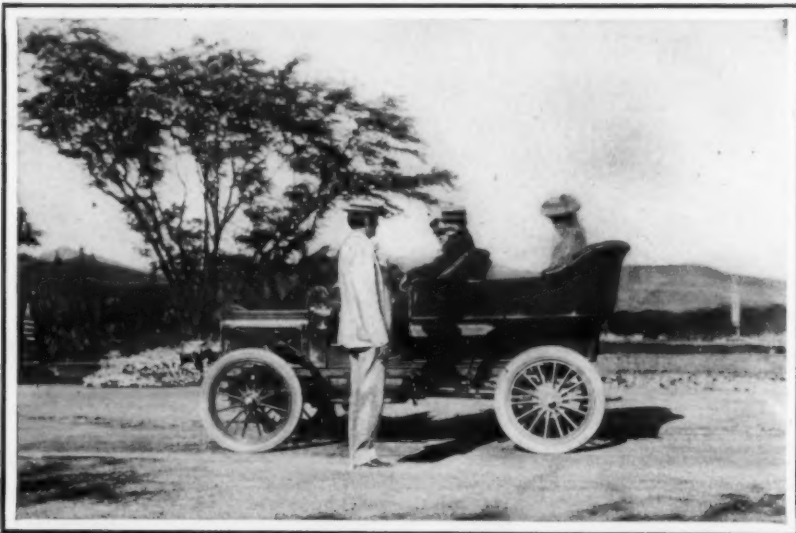
Brain Workers' Tonic.

HORSFORD'S ACID PHOSPHATE.

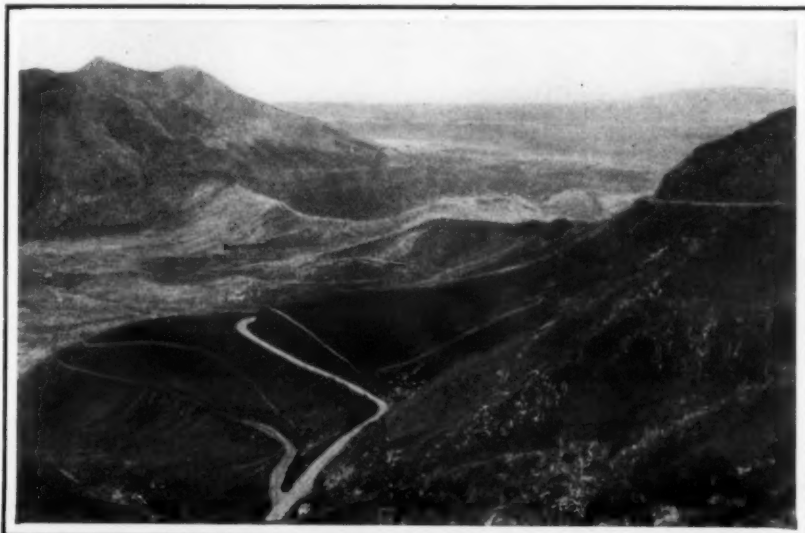
RESTS and strengthens the tired and confused brain and induces good appetite and restful sleep.

Three Generations of Healthy Babies

have been successfully raised on Borden's Eagle Brand Condensed Milk; more each year than on all so-called "infant foods" combined. Thousands of unsolicited testimonials received annually from physicians and grateful parents testify to the merits of Eagle Brand.



AUTOMOBILE PARTY AT MOANALUA, ONCE THE HOME OF HAWAIIAN KINGS, NOW THE COUNTRY PLACE OF SAMUEL M. DAMON (STANDING), HONOLULU'S MILLIONAIRE BANKER.



VIEW FROM NUUANU PALI, SHOWING THE SPLENDID ROADS FOR AUTOMOBILING ON THE ISLAND OF OAHU.



ENTRANCE TO A COUNTRY HOME ON THE PALI ROAD NEAR HONOLULU—JAPANESE TORII BROUGHT FROM JAPAN.



FINE ROAD TO WAIKIKI BEACH, ON WHICH MR. AND MRS. NICHOLAS LONGWORTH ENJOYED MANY RIDES WHILE IN HAWAII.

Photographs by Mrs. C. R. Miller.

The Dishonest Chauffeur and His Grafting Schemes

By William P. S. Earle

ONE OF the greatest evils attendant on the rapid growth of the automobile industry in this country during the past few years has been that of the dishonest chauffeur, and it is more than mere conjecture to say that the question of his regulation and supervision will soon become as all-absorbing and as perplexing an issue as is the much-mooted servant problem. Cicero, had he lived in this age of progress, might have been tempted to exclaim, "O tempora! O motor-cars!" and then have added something pertinent about the chauffeurs.

Now, why should this high and mighty servant of the rich hold the anomalous position he now holds? Why should he develop into such a mercenary bugbear, any more than should the coachman or butler or valet, or a score of other worthy dependants who have ample opportunities to graft unobserved and wax fat thereby? The answer is simple—surprisingly simple, when you come to think of it—for in two words we have the key-note of the whole situation: Better opportunities.

Take, for instance, the case of the coachman. His field for grafting is very limited as compared with that of the automobile driver, being confined chiefly to the purchase of feed and grain, and including, perhaps, odd commissions now and then on small repairs and supplies. If any fair-sized profits are to be made by him it is through the purchase of a new horse or a new carriage for his employer; but here his chances are few and far between, for gentlemen as a rule transact business of this kind themselves, knowing exactly what they want and where to get it. It can be seen, therefore, that the coachman's earnings from outside sources are not very alarming. Similarly with the opportunities of other private servants, they all figure more or less in graft transactions of some nature, but there is always a definite limit to their dealings, to overstep which would mean instant dismissal.

In the case of the chauffeur, however, it is different. In the first place, he has an automobile to prey on—an intricate piece of mechanism, not generally familiar to the average owner, which holds out unlimited possibilities as a means for illicit tinkering and deception; and, in the second place, he is given practically a *carte blanche* to go ahead and do whatever he thinks best, that best usually being another name in his vocabulary for graft. It rests solely with him, therefore, whether or not he is going to take advantage of his owner's gullibility in matters technical, and it does not take a very large stretch of the imagination to picture the results. How simple are the steps! Temptation is put in his way, and the reward seems worthy of the risk; then the primrose path looms up accessible and alluring, the possibility of detection and the thought of possible consequences fade into insignificance, and lo! we have an honest man turned grafter, thief, criminal—anything you wish to call him; for there is no limit to his degradation and deception after that.

Repairs and supplies of some kind or another are in constant demand, as every one knows who owns a machine, and if these are not deemed sufficient to net a nice little income for this fastidious grafter, there are a thousand and one ways by which he may increase his profits to his heart's content. There have been cases where a chauffeur has deliberately injured the outside fabric of a tire of established reputation, purposely causing a "blow-out" to occur on the road, just because he could not get a sufficient rake-off from the dealer on that special make which his employer seemed to prefer. The result was that in time the good tire was abandoned for the so-and-so tire, warmly recommended by the chauffeur, who, of course, after that saw to it that it was always kept in the very best condition.

Outer-shoes for large touring-cars range in prices from sixty to one hundred dollars apiece, and inner-tubes from twelve to twenty dollars apiece, roughly speaking. Now, if a wise chauffeur can get a trade discount of say twenty per cent., which is not above the usual percentage allowed, he can make a clear profit of from twelve to twenty dollars per shoe and from two to five dollars per tube; and as there are at the very least two complete sets of shoes (eight) and double that number of tubes used up during an ordinary year's running, not to mention extra tires carried for emer-

gencies, it can easily be seen that the profit for these supplies alone mounts up into the hundreds and makes it well worth a chauffeur's while to get his employer, by hook or crook, to deal in some special make of tire which pays a good dividend. The same grafting tactics hold good in the case of all manner of supplies, the purchase of which is left entirely to the chauffeur's discretion, and in view of these facts it would be well for owners to look into the matter more closely. The trouble, however, is that owners do not, or will not, realize the importance of buying their own oils, greases, tires, batteries, tools, waste, etc., direct from the supply houses, and in consequence the wily chauffeur has the whole field to himself in which to practice his dishonesty undisturbed.

The chauffeur is one of the highest-salaried private servants in the employ of the rich, and yet what does he do to earn such big pay? He drives a car, say, perhaps once or twice a day, sometimes not at all, and he takes care of that car when it is not in use. Now, the driving of a car is not an unpleasant occupation; on the contrary, it is a pleasure, as most drivers will tell you. It may mean taking out the mistress of the house for a ride around the park, or some short trip into the country, or it may mean shopping, calling, or going to and from the theatre with her; but under no circumstances could it be called work, in the strict sense of the word. It is the same when the master is home from business and has some spare time on his hands. He generally takes out the car himself, and the chauffeur then has another sinecure, riding at his ease beside his employer and enjoying almost all the privileges of a guest. As to the question of keeping the car in good running order, that, too, could hardly be termed irksome work, for a large proportion of automobile owners do their own general repairing, and, when togged out in overalls and besmeared with grease and oil, find keen enjoyment in any task that presents itself.

How, then, does the chauffeur honestly earn a salary of from \$100 to \$150 a month? The answer is, he does not. Yet he is regularly paid such an unreasonable sum without a protest or murmur from the employer, while a good coachman, whose actual work is far more tedious and exacting, is lucky if he can get half that amount. The only reason assignable is that such people have come to regard the automobile as a luxury and deem the payment of large sums for its upkeep as part of the regular programme, the chauffeur, of course, being one of the accepted fixtures.

Illustrative of the present tendency on the part of less fortunate servants to get good paying positions such as those of the chauffeurs, a prominent automobilist tells the story of how he sent his coachman, whom he had been paying a salary of \$55 a month, to an automobile-school to learn all about driving and caring for a motor-car. He paid out over a hundred dollars for the man's tuition and regarded it a good investment, but he had not fully considered the pros and cons of the case. It was not long before the ungrateful rogue, who handled the car with great skill, began to ask for higher wages—chauffeur's wages, this time—and not getting what he wanted, calmly quitted his place and left his benefactor in the lurch without any

thought, apparently, of his obligation to the man who had made it possible for him to double his earnings.

When you consider that the automobile-driver is well paid, well treated, and rarely, if ever, overworked, it is hard to understand why he should not be satisfied—why he should not be a good servant. Yet he is not; and it is now as difficult to secure an honest, disinterested chauffeur as it is to get a good cook. This sounds like a broad statement, but it is true, nevertheless, and practically irrefutable. The spirit of commercialism has entered into their veins to such an extent that it is no longer a question of "What can I do to give my employer more satisfaction?" but, rather, "What can I do to do my employer more satisfactorily?"

With the remarkable increase in the number of automobiles sold and imported into this country each year, there has been a corresponding increase in the number of men looking for positions as drivers. Thanks to the various automobile and engineering schools, and also to the different repair-shops, where helpers, who pay for their tuition in hard work, are taken in, bell-boys, elevator-boys, conductors, motormen, engineers, and a whole army of underlings have been able in a short while to get high-salaried positions as chauffeurs and mechanics. Some turn out to be good men, but it is more often the case that they are not good for much of anything, as the unsuspecting people who take them on trial for a week or so are able to testify. One is reminded of the story of the doctor who put an advertisement in the paper for a competent chauffeur to run his gasoline runabout. The first to apply was a large, husky Irish youth, who looked as though he had strength enough to take up the car in one hand. The doctor, being favorably impressed by his appearance, thought he would ask him a few questions before engaging him.

"Suppose your carburetor bothered you," he asked, kindly, "what would you do?"

"Shure, an' I don't know, doctor," the Irishman responded. "I've never had a sick day in me life, praised be th' s'int's!"

The Automobile Club of St. Louis has adopted a scheme whereby it hopes to keep track of all professional chauffeurs in that city. A "chauffeurs' information bureau" has been established, with the secretary of the club at its head. Under his supervision each driver will be requested to file a statement containing a record of his employment for the past five years, together with the names of his employers and all references. This statement, which will be carefully examined and passed upon by a committee of the board of governors, will show what has been the applicant's mechanical training, reputation, habits, and record as an automobile operator. Then, if the record shows that the applicant is a competent operator and a man of good standing, a certificate indicating that he is registered with the bureau will be issued to him. In this way it is hoped that many accidents caused by the reckless and irresponsible driving of incompetent chauffeurs will be minimized to a great extent, and that the drivers, as a class, will be greatly improved.

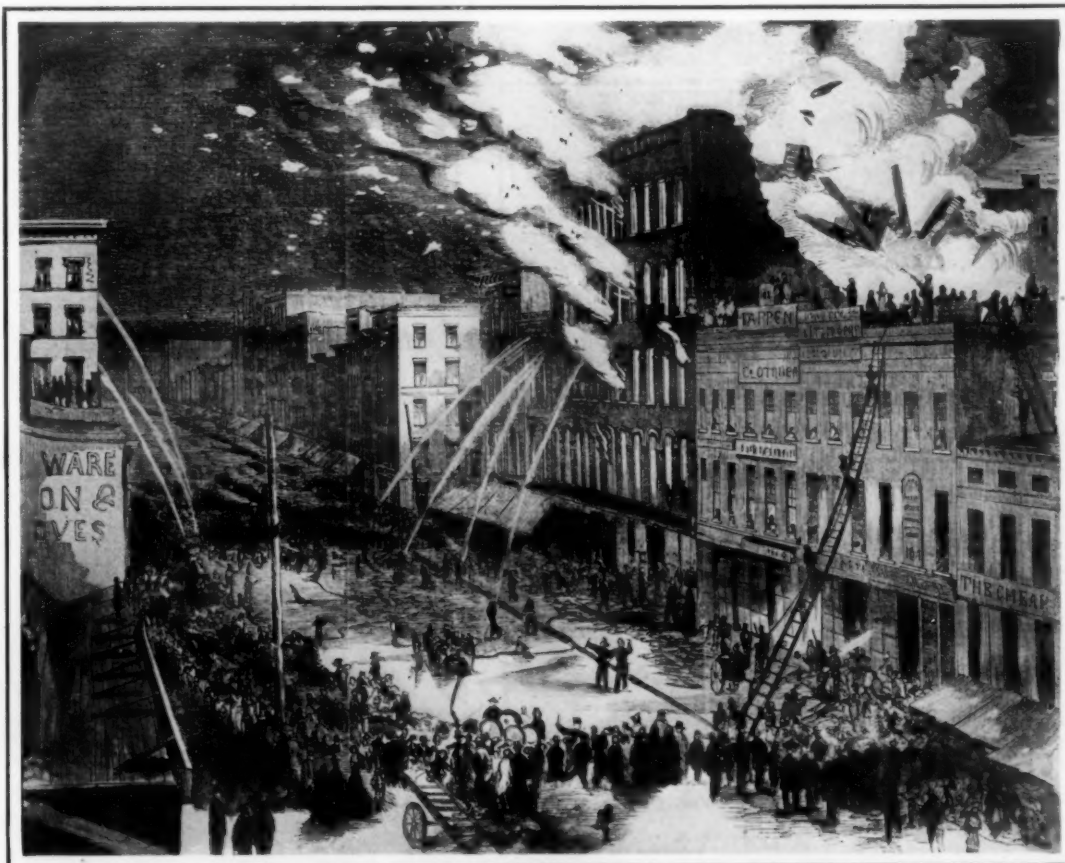
The Professional Chauffeurs' Club of America, with club-rooms on Broadway, New York, is one of a number of protective organizations doing much to dissipate the present-day evils of chauffeurage.

This club has a membership of over two hundred and fifty men, and is said to be on a very firm footing, looking forward to the purchase of a new club-house next fall.

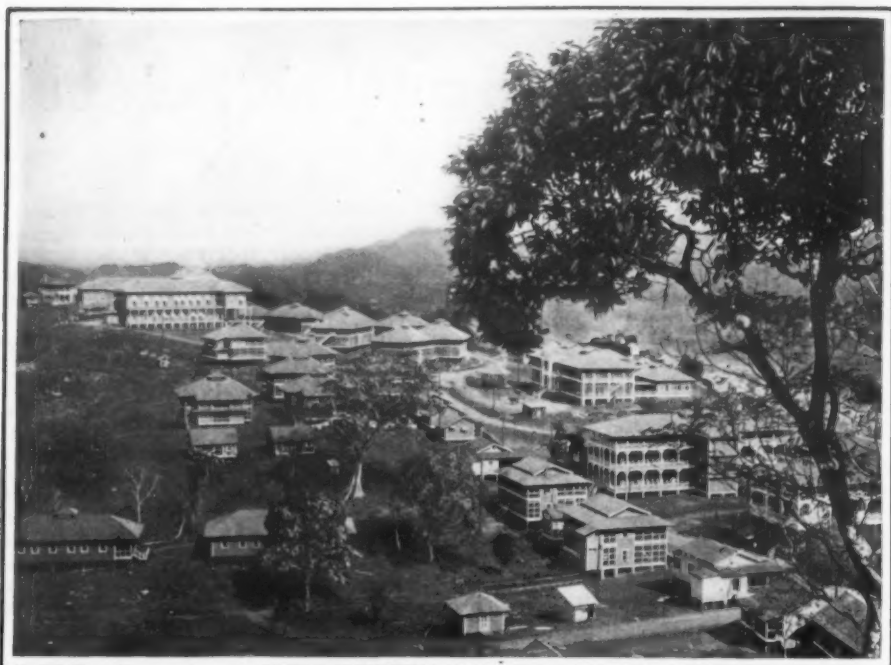
It is only by the combined efforts of such powers as these, and by the earnest backing of the various big automobile clubs, that automobilists can ever hope to free themselves from the scourge of the dishonest chauffeur.

Topics and Pictures Fifty Years Ago.

CHICAGO'S greatest fire was that of 1871, when property valued at \$200,000,000 was destroyed; but on October 19th, 1857, it suffered what was up to that time the most serious conflagration in its history, entailing a loss of more than \$800,000 and a considerable loss of life. The illustration which we reproduce shows the fire when it had spread from its place of beginning so that it involved a number of buildings in South Water and Lake streets.



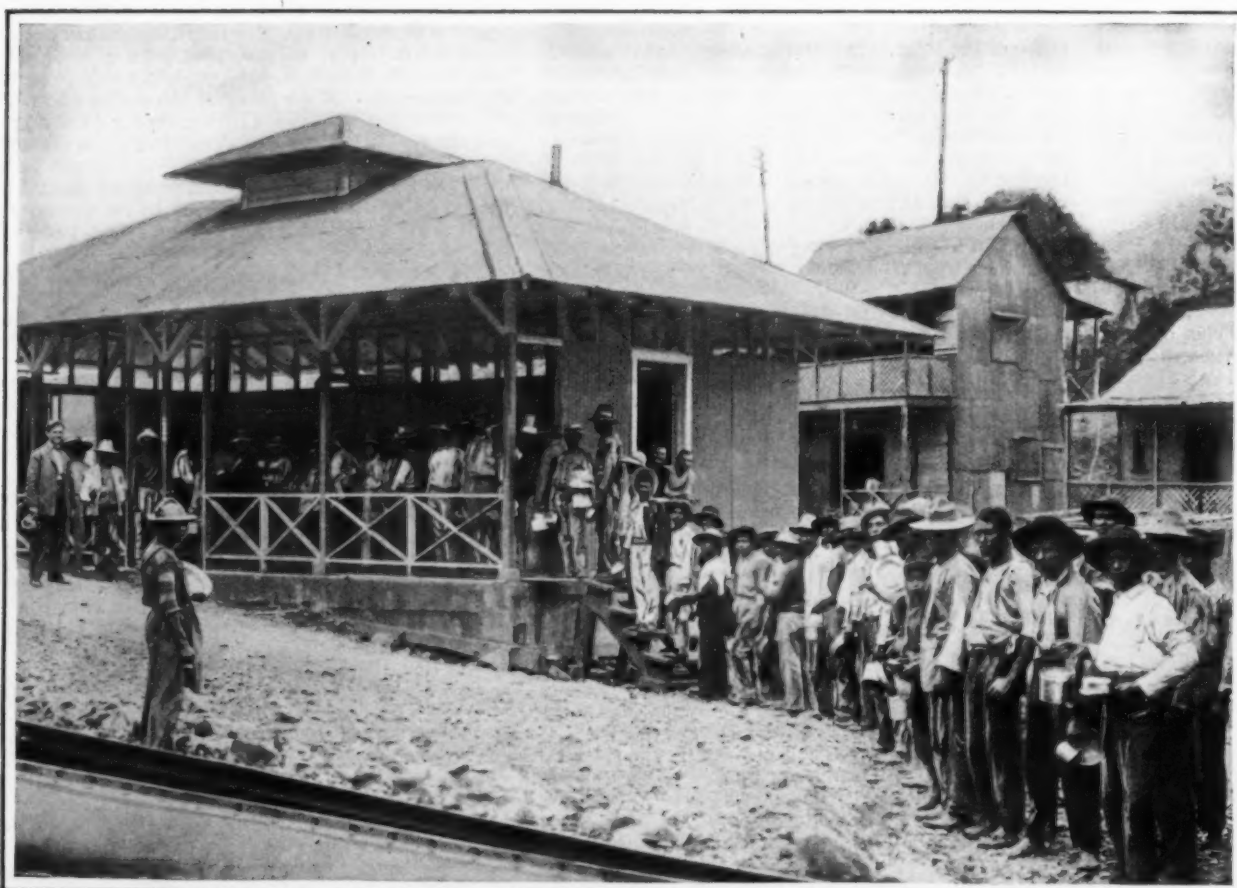
GREAT FIRE IN CHICAGO, OCTOBER 19TH, 1857, IN WHICH \$800,000 WORTH OF PROPERTY WAS DESTROYED.
Reproduced from Leslie's Weekly, October 31, 1857, and copyrighted.



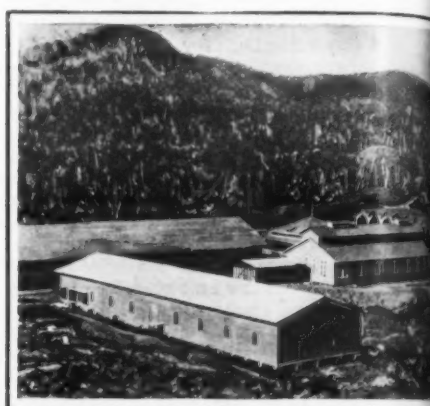
TYPICAL VILLAGE OF THE CANAL ZONE—CAMP AT CULEBRA, SHOWING THE ADMINISTRATION BUILDING, THE Y. M. C. A. CLUB-HOUSE, AND THE MESS-HALL.



PRIMITIVE STYLE OF COOKING WHICH THE NEGRO LABORERS FOLLOWED UNTIL FEBRUARY 1ST, 1907.



NEGROES WAITING IN LINE FOR THE FOOD COOKED FOR THEM IN THE GENERAL KITCHEN—THIRTY THOUSAND OF THESE HAVE NO PLACE TO SIT WHEN EATING EXCEPT THE GROUND UNDER THEIR BARRACKS.



WORK-SHED



EUROPEAN LABORERS IN FRONT OF THE MESS-HALL



A WARD AT ANCON HOSPITAL.

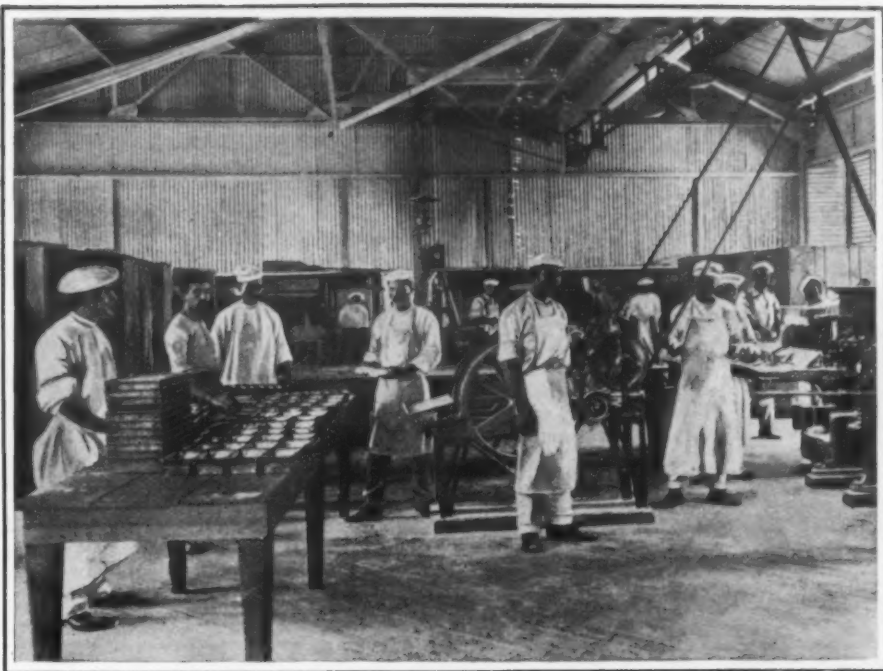


FOURTH-OF-JULY CELEBRATION IN BASEBALL PARK, BACK OF THE TIVOLI HOTEL, AT ANCON.

LIFE AMONG THE FORTY THOUSAND EMPLOYEES WHO
CONDITIONS OBSERVED BY MISS GERTRUDE BEEKS, OF THE WELFARE DEPARTMENT OF THE
CANAL ZONE, MADE BY ORDER OF SECRETARY TAFT.



MEMBERS OF A NATIVE FAMILY ENJOYING A BATH IN A SHALLOW STREAM.



PREPARING BREAD FOR THE WORKERS—BAKERY AT CRISTOBAL, WITH A CAPACITY OF FORTY THOUSAND LOAVES DAILY.



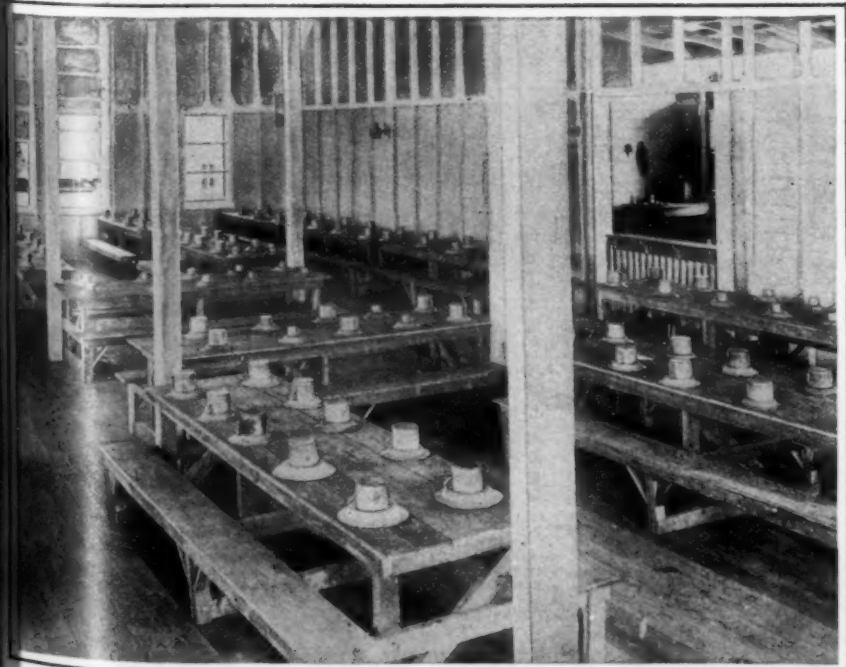
WORK-SHEDS AT CRISTOBAL.



MESS-HALL FOR AMERICANS AT CULEBRA (SIX THOUSAND ARE EMPLOYED IN THE CANAL ZONE). MEALS ARE FURNISHED HERE AT THIRTY CENTS EACH.



WORKERS IN FRONT OF THEIR MESS-HALL AT GATUN.



JUST BEFORE "DINNER IS SERVED" IN THE EUROPEAN MESS-HALL AT LA BOCA.



NEGRO BARRACKS AT RIO GRANDE.

LOYAL WHO ARE AT WORK ON THE PANAMA CANAL.

MENT OF THE NATIONAL CIVIC FEDERATION, ON HER RECENT INSPECTION TOUR IN THE
RETAR TAFT.—Photographs by courtesy of the National Civic Federation.

What Notable Men Are Talking About

WOMAN'S SHARE IN INDUSTRIAL UPBUILDING.

BY PRESIDENT WRIGHT, OF CLARK COLLEGE.

THE RICH and powerful employer, with the adjuncts of education and great business training, holds in his influence something more than the means of subsistence for those he employs; he holds their moral well-being in his keeping, in so far as it is in his power to hold their morals. He is something more than a producer; he is an instrument of God for the upbuilding of the race. Woman shares in this upbuilding, for the new industrial order has opened a field of independent employment for her. From the opportunity to enter industrial pursuits she has fought her way up in the ranks of labor until she can stand on the plane of the highest, whether in the professions or in the arts. She is an economic factor now, and her importance is recognized. Today, both for men and for women, the whole matter of the consideration of their condition becomes intellectual. They are carried onward and upward by the power of mental activity, and cannot be treated separately, as of a class, as they could in the olden time, because in the olden time they were neither a social nor a political factor.

HIGHER STANDARDS OF INTEGRITY NEEDED.

BY GOVERNOR HUGHES, OF NEW YORK.

What is most needed, in a particular sense, in the interest of good administration of government and of the welfare of the community, is a stricter insistence upon fiduciary responsibility. This can be obtained in part by the enforcement of law, and in part must be gained through public sentiment and the cultivation of higher standards of conduct. It is an extraordinary perversion to suppose that the owner of 51 per cent. of the capital stock of a corporation is free to wreak his pleasure in its management. Nothing is more reprehensible than the abuse of power on the part of those who act in a representative capacity. The test of character may be found in the faithful discharge of trust where it may be abused in secret and with seeming impunity. Every man has his sphere of fiduciary obligation. I speak of it not in the narrow sense in which the term is employed in courts of law, but in the broader sense recognized by every man of self-respect. The lawyer owes it to his profession to maintain the dignity of independence, and is false to the trust conferred upon him when he is admitted to practice as an officer of justice if he permits himself to become the tool of unprincipled manipulators. The editor shamelessly ignores his obligation when he hides or distorts the facts, or uses his columns to pervert the public judgment. Of highest importance is the sentiment of honor and the sense of fiduciary obligation in connection with public service. The people will tolerate no cynicism here. Parties may dispute as they will over principles and policies, but there can be no dispute with reference to the demand that public privileges shall be granted only in the public interest, and that public officers shall regard only the public interest in the administration of government.

THE WHITE MAN'S DUTY TO THE NEGRO.

BY JUSTICE DAVID J. BREWER, OF THE SUPREME COURT.

You will find no Johann Most, Emma Goldman, Czolgosz, or Guiteau among the negroes. In the struggle which may be expected to come between order and anarchy may it not be that these people, grateful to the nation for their liberty and to the good people of the land for their uplift in knowledge, purity, and social standing, will prove themselves a mighty force upholding law, order, and the supremacy of the nation? Stranger things have happened than that these people, crushed and wronged for generations, should become at last strong defenders of the nation and the community at whose hands they have hitherto received mainly injustice. They are here as citizens. Whatever temporary restrictions may be placed upon their approach to the ballot-box, the time will come when all barriers will be broken down and they will enjoy everywhere the full rights of citizenship. But ignorant citizens are the prey and the sport of every demagogue who appeals to their passions, and if one-ninth of our citizens are so exposed the whole life of the nation is in peril. So we stand before the American people and say, Here is one-ninth of our population coming out from the ignorance and immorality of slavery. We are making its uplift our business. We are striving to train the hand and the mind and to fill the heart with a love of purity and a sense of the beauty of holiness. As we are faithful in this work we feel that we make a strong appeal to the nation's assistance and gratitude, and we know that we shall hear our Master's voice: "Inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me."



DR. CARROLL D. WRIGHT,
President of Clark College.

LAWS OF TRADE GOVERN RAILROAD RATES.

BY VICE-PRESIDENT DALY, OF THE NEW YORK CENTRAL LINES.

The reduction of rates is likely necessarily to compel many railroads to abandon the running of popular excursions at cheap rates, which were taken advantage of by the greater masses of the people. The reason is a plainly logical one. It is absolutely impossible for the railroads to maintain the minimum of these rates while the maximum rates are being forced down by State legislation. My idea is that ninety per cent. of the traveling public has been benefited by these minimum rates, while only ten per cent. gain benefit through the maximum rates. America to day has the lowest passenger rate of any country where railroads exist, and at the same time its railroads give the best service. Railroad rates are established not by legislative law, but simply by the laws of trade. In my judgment, there is no law that could be passed by any legislative body that would give the people of this country as low rates as would accrue to them through the laws of natural competition.

A NEW ERA IN INTERNATIONAL LAW.

BY SECRETARY OF STATE ROOT.

We are passing undoubtedly into a new era of international communication. We have turned our backs upon the old days of armed invasion, and the people of every civilized country are constantly engaged in the peaceable invasion of every other civilized country. The sciences, the literature, the customs, the lessons of experience, the skill, the spirit of every country, exercise an influence upon every other. In this peaceful interchange of the products of intellect, in this constant passing to and fro of the peoples of different countries of the civilized world, we find in each land a system of law peculiar to the country itself and answering to what I believe to be a just description of all law which regulates the relations of individuals to each other, in being a formulation of the custom of the civil community. These systems of law differ from each other as the conditions, the customs of each people differ from those of every other people. But there has arisen in recent years quite a new and distinct influence producing legal enactment and furnishing occasion for legal development. That is the entrance into the minds of men of the comparatively new idea of individual freedom and individual equality. The idea that all men are born equal, that every man is entitled to his life, his liberty, and the pursuit of happiness; the great declarations of principles designed to give effect to the fundamental ideas of liberty and equality are not the conditions or customs of any particular people, but they are common to all mankind. Before the jurists and lawyers of the world there lies the task of adapting each special system of municipal law to the enforcement of the general principles which have come into the life of mankind within so recent a time, which are so cosmopolitan and world-wide and belong in no country especially.



ELIHU ROOT,
Secretary of State.—Copyright, 1906,
by Aime Dupont.

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SOME LIFE-INSURANCE HANDICAPS.

BY PRESIDENT KINGSLEY, OF THE NEW YORK LIFE.

In New York State legislation has already put a limitation upon the amount of surplus that a company

The Racing-car.

I'M a heap of tattered leather, wires the red rust holds together, Ragged tires and broken levers, shattered lamps and twisted gear; And my heart of steel is silent, since that hour of terror violent When with blood upon my bonnet through the streets they dragged me here.

Yet I once have felt the madness and the wild ecstatic gladness Of the power of sixty horses leaping through my iron frame, With the road beneath me spinning, and a trophy for the winning, As I raced around the oval in a cloud of smoke and flame.

DREAMING of the morrow's story of his record-breaking glory, Sat my chauffeur straight and dauntless, firm of lip and fixed of eye,

Proudly conscious of his power in the triumph of the hour When the people wildly cheered us as we flashed and thundered by. Then an axle snapped, and swerving where the dizzy track was curving,

All creation crashed together, and my wheels revolved no more; And the spark electric, dying in my vitals, left me lying But a useless mass of metal, cold and silent to the core.

NEVERMORE I'll hear the purring of my motor smoothly whirling, Never fling the dust and gravel on the cars I leave behind, With my iron pulses bounding, and the horn defiance sounding In a mad and merry challenge to the lightning and the wind. But for junk they do not sell me, for my record, so they tell me, Stands unbroken in the annals of the motor near and far; And they often pause to view me, and they point with pride unto me, And I always hear them murmur, "Twas a famous racing-car."

MINNA IRVING.

may have. In Texas it has undertaken to compel life-insurance trustees to purchase local securities, whether they approve of them or not, and, in addition, has undertaken to place those securities within the reach of local authorities for local taxation. In New York State it has put an arbitrary limitation not only upon what shall be paid for new business, but on the amount of business a company may do. In Wisconsin it has fixed the maximum premium which a company may charge. In Missouri it has placed a limit on the amount of salary which may be paid to an officer of an insurance company under any condition. In a considerable number of States it has denied foreign companies the protection of the Federal courts. In nearly all the States it has steadily increased taxation of premiums, sometimes directly and sometimes through what are known as retaliatory statutes. All these measures are restrictive and radical, some are revolutionary, some are dangerous.

RAILROADS BLAMED FOR STOCK DEPRECIATION.

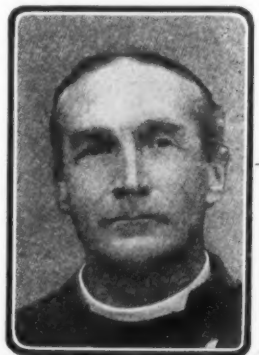
BY GENERAL COUNSEL ROBERT MATHER, OF THE ROCK ISLAND.

I count as first among the causes that have made the securities of the railroads unsalable the misdeeds of the railroads themselves. I do not include in this term, for the purposes of this discussion, the payment of rebates. I would not deny, under present conditions, the perniciousness of this practice, nor decry the efforts of the government to terminate it. And I know of no surer way to accomplish that end than for a righteous and determined executive to keep both carrier and shipper in terror of the confiscatory fines which that drastic act imposes for its violation. There is a prevailing public belief, based upon facts publicly shown, that railroads have issued corporate obligations and applied the proceeds to purposes other than those for which obligations may lawfully be issued. Directors are understood to have purchased the securities of corporations of which they are trustees, and to have sold property of their own to the corporation, making personal profit through their dealings with the trust estates. The remedy for this situation should not await governmental action.

PERILS OF COLLEGE LIFE.

BY BISHOP WINNINGTON-INGRAM, OF LONDON.

There is no place in the world where a word goes further than in a university. Boys come up to the universities from schools with their minds unformed. They are accustomed to say their prayers and the forms of worship of the church to which they belong. They find their ideas thrown into confusion, for they meet agnostics and disbelievers of all kinds over and over again; but for a helping hand thrown out to them in time Christian boys will come to fling to the winds their teachings of early life. On the other hand I find young men coming up to the universities with child-like minds, who go back with their convictions solid. There is no place in the world where, for either good or evil, a word taken from Holy Writ may so decide the whole future of a life as at a university.



RT. REV. A. N. WINNINGTON-INGRAM,
Bishop of London.—Hester.

Take Them Out

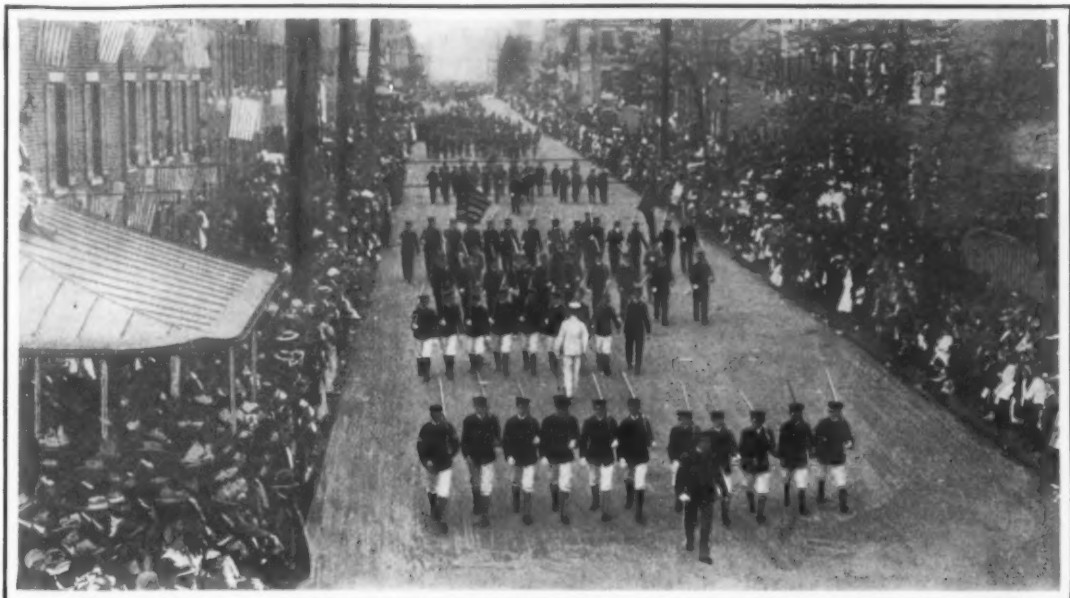
OR FEED THEM FOOD THEY CAN STUDY ON.

WHEN a student begins to break down from lack of the right kind of food, there are only two things to do; either take him out of school or feed him properly on food that will rebuild the brain and nerve cells. That food is Grape-Nuts.

A boy writes from Jamestown, N. Y., saying: "A short time ago I got into a bad condition from overstudy, but mother having heard about Grape-Nuts food began to feed me on it. It satisfied my hunger better than any other food, and the results were marvelous. I got fleshy like a good fellow. My usual morning headaches disappeared, and I found I could study for a long period without feeling the effects of it."

"My face was pale and thin, but is now round and has considerable color. After I had been using Grape-Nuts for about two months I felt like a new boy altogether. I have gained greatly in strength as well as flesh, and it is a pleasure to study now that I am not bothered with my head. I passed all of my examinations with a reasonably good percentage, extra good in some of them, and it is Grape-Nuts that has saved me from a year's delay in entering college."

"Father and mother have both been improved by the use of Grape-Nuts. Mother was troubled with sleepless nights, and got very thin and looked careworn. She has gained her normal strength and looks, and sleeps well nights." "There's a Reason." Read "The Road to Wellville," in packages.



BOYS' BRIGADE MARCHING IN THE GRAND PROCESSION.



GOVERNOR WARFIELD REVIEWING THE FRATERNAL PARADE.

FEATURES OF THE OLD-HOME-WEEK CELEBRATION IN BALTIMORE, MD.—Mrs. C. R. Miller.

"Pre-cooling" Fruit for Shipment.

EXPERTS of the Agricultural Department believe that the fruit-growers of the country can add millions to their profits by adopting the methods of picking, handling, packing, and shipping which they suggest. For several years careful study of the situation in California has been made under the direction of G. Harold Powell, assisted by Lloyd S. Tenney and A. V. Stubenrauch, the investigations covering the orange crop and the fruits of deciduous trees as well. Last seasons' crop of California oranges was valued at \$30,000,000; the experts believe it possible to increase the value twenty-five per cent., or \$7,500,000. A method has been discovered which permits the fruit to remain on the trees a week or ten days longer than formerly, so that it is riper when it starts on its journey to its destination in the East. This procedure is made practicable by the introduction of a reform in shipping fruit in refrigerator cars. The old method was to put the oranges or peaches, packed in boxes, into the refrigerator cars and send them on their way. The temperature was reduced gradually, one-third of the transcontinental journey having been accomplished before it reached forty degrees. The result was the

ripening and decay of a considerable part of the shipment *en route*. By the new method the fully-ripened fruit is put in cold-storage warehouses as soon as possible after picking, and the temperature is reduced to thirty-five or forty degrees before it is placed in the refrigerated cars. Over-ripening in transit is thus prevented. Under this system of "pre-cooling," as it is called, apricots, whose delicate flavor is developed when they are perfectly ripe, are received in much

better condition, and peaches and cherries, besides attaining a finer flavor before being picked, also have a more attractive color.

Similar experiments have been conducted in Georgia and Florida, with like success. The government considers the work, though in the main successful, still in the experimental stage, and is therefore constructing portable refrigerating plants for the use of investigators in any part of the country. Two transcontinental

railroads are now building "pre-cooling" plants.

Reformed by the Knife.

DR. BERNARD HOLLANDER, a well-known British alienist, declares his belief that some cases of insanity and abnormal criminality may be cured by surgical operations. Early this year he published in the *London Lancet* particulars of the trephining of a mentally-deranged person and the resultant recovery of reason, and he recently told the British Phrenological Society of a boy of sixteen, given to lying, stealing, violence, and general immorality, who, by the removal of a strip of bone from his skull, became an individual of normal morality. The possibility of such cures is apparently greatest in cases in which mental disease has been caused by actual injuries of the skull.



GREAT CROWD ON THE REVIEWING-STAND ERECTED AT THE BASE OF THE MONUMENT, WHICH IS SEEN IN THE BACKGROUND.



GOVERNOR HUGHES DELIVERING HIS ADDRESS IN PRAISE OF SIGEL AND THE GERMAN ELEMENT IN AMERICAN CITIZENSHIP.



SAILORS OF THE UNITED STATES NAVY PASSING ALONG RIVERSIDE DRIVE IN REVIEW BEFORE THE GOVERNOR, MEMBERS OF THE SIGEL FAMILY, AND CITY OFFICIALS.

MEMORIAL HONORS PAID TO GENERAL FRANZ SIGEL.

IMPRESSIVE CIVIC AND MILITARY DISPLAY ATTENDING THE UNVEILING OF THE EQUESTRIAN STATUE OF THE DASHING UNION LEADER, IN RIVERSIDE DRIVE, NEW YORK CITY.

Photographs by H. D. Blauvelt.

Doings and Sayings of the People of the Stage

By Harriet Quimby

A NEW play recently produced in London has scored a success with only four characters in the cast. The production, which is a satirical comedy with Charles Wyndham and Mary Moore as the principal characters, is called "The Mollusc," and it runs a little over two hours. The managerial world on both sides of the Atlantic is watching this four-actor cast with considerable interest, for upon its continued success rests, perhaps, an innovation in the art of play-writing. A short-cast play which is successful is a veritable gold mine to its promoters. Two or three performances to full houses pay the week's expenses, and box receipts for the remaining performances are pure profit.

Apropos of the foregoing, a group of managers gathered in an upper Broadway office were discussing the success attending the little Bijou Theatre since the Russian actress, Madame Nazimova, appeared behind its footlights. All of the plays in which this actress has appeared in New York have been small-cast plays. At the present time, with "The Master Builder," there are only six characters. Little scenery is required, only ordinary lighting, and few mechanics. Practically the only expense lies in the salaries of the players. Considering that the house is filled at every performance, the financial returns overcap many of the more pretentious productions which, upon first thought, appear to be the more prosperous. The same is true of "The Thief," playing at the Hudson Theatre, which has just seven characters, and which, after the first performance, has had little or no attending expense. John Drew's play, "My Wife," has a small cast, so also has "The Great Divide." In contrast with these come the large musical productions, with their electric bills running up to enormous sums for a single performance, and with the added expense of three or four skilled mechanics to manipulate the switch-boards. There are the hundred or so chorus girls and men to pay, the costumes to furnish, and the elaborate settings, yet the box-office prices for seats are the same as at the theatres where small-cast plays are the attraction. If a small-cast play fails it is comparatively easy to stage another, but with the failure of a musical extravaganza there is danger of bankruptcy for some one.

It has been announced by Henry Miller that "The Great Divide," in which Miss Margaret Anglin and Mr. Miller have been appearing with great success for two seasons, is being translated into French, German, Italian, and Spanish, and arrangements have been completed for its presentation in Paris, Berlin, Rome, and Madrid, in addition to Mr. Miller's appearance in the play in London next spring. If the play succeeds in London it may be credited to the fact that the English will spend their money to see it because they will consider the characters typical New Yorkers and the circumstances which furnish the tense situations in the drama as every-day occurrences in America.

Madame Nazimova, the Russian exponent of Ibsen, has aroused more comment and general interest since her appearance on Broadway than has any other actress in the same length of time at present on the stage in this country. Madame Nazimova's real name is Nazimoff. The change was made at the suggestion of Henry Miller in order to gain a more euphonious stage name. She received her first theatrical training in a school of acting in Moscow, where on graduation she was honored with a gift of a medal which for eight years had been waiting for talent to claim it. After her graduation she took a post-graduate course in stage management. In the meantime she joined a little company of players whose methods were to study a new play every morning and to produce it in the evening. About two hundred and fifty different parts have been interpreted by Nazimova since her debut into the theatrical world. Her entire experience covers only four years. Her first appearance in this country was with a little company of Russian players who occupied a theatre on New York's East Side. Through Henry Miller she became identified with the Shubert management.



WHO'S WHO ON THE RIALTO.

11. JOE WEBER AND VALESKA SURATT IN "HIP! HIP! HOORAY!"

Caricature by E. A. Goewey.

In a discussion of American plays and the possibility of her appearance in one, Madame Nazimova lately said: "Why not? Why not, if the play is a good one? It matters little the nationality of the writer. But I would not attempt to portray the character of an American woman, because I am not perfect in English and I am not familiar with American life. Would an American actress succeed in playing a Russian woman before an audience of Russians? Many ask me about the psychology in the Ibsen plays. I cannot talk about psychology, because, to me, to analyze a thing is to destroy its charm. Why call a thing a name? It is there, we recognize it—it may be psychology, it may be anything else. The eternal questions of 'why' and 'how' remind me of a child breaking a toy to discover how the spring works."

Madame Nazimova does not rehearse, although she comes to the theatre letter perfect. She reads her lines and makes her entrances and exits that the company may rehearse, but she does not put life into her characters until she is before an audience.

The Russian actress is one of the very few women on the stage who conduct their own rehearsals. "How do you get your distinct types?" she was asked. "I do not study them from life. I read a part, and if I like it I can play it. I do not know any Hildas or Heddas in real life as I play them."

Among the thousand or more plays which have been submitted to Madame Nazimova during the last year, she has accepted two, and one of them, called "The Comet," written by Owen Johnson, will be produced some time early in January. "It is a good play. Come and see me in 'The Comet,'" she said, as she gave me the characteristic handshake which is distinctive of Hilda in "The Master Builder."

"Have you ever heard of a Musgrove?" asked the manager of the Hippodrome. "No; it is not a joke—Musgroves are human and very much alive. You've seen them, only you did not recognize them." After puzzling for some time, it was explained that a Musgrove is an all-around circus hand, and that there is a society of them in New York. It is generally thought that the men who help Marceline, the Hippodrome

clown, in his acts are stage hands, but in reality they are real circus men. "Stage hands," said the manager, "would not think of allowing a clown or any kind of a performer to knock them about as Marceline does his stage assistants in his antics." Each of them is a qualified Musgrove, which means that they are able to turn handsprings, cart-wheels, stand on their heads, and dance, and in the circus it also means that they must know how to pitch a tent. Musgrove is a term used much among circus men. A man applying to a circus for work explains his ability at once by saying that he is a Musgrove. The manager then knows at once that he has command of the five tricks, and is to be depended upon to perform them at any time. The men who rode the horses into the great tank of water during the war scene at the Hippodrome last year were all Musgroves, and not stage hands, as the majority in the audience thought. Also the men who participate in "The Round Up," now playing at the Broadway Theatre, in the scene with the horses, are qualified Musgroves.

Nearly every actress in New York owns an automobile of some description, and many of them drive their own cars. Miss Billie Burke, the leading woman in John Drew's play, "My Wife," brought her own car with her to New York. It is a large limousine and almost too heavy for the slender little actress, although she does now and then take the wheel when driving in the park or along some quiet country road. Miss Minnie Dupree, the dainty actress now en tour with the company playing "The Road to Yesterday," is an enthusiastic automobilist. She has several machines, two runabouts, and a touring-car at her home at Bellport, and she has mastered the mechanism of each so that she knows how to drive them, and also to help in the repairing when it is necessary. In her automobiling her principal trouble was in the securing of her veil, which required so much attention that she resolved to manufacture one for her own needs. The result is that a Minnie Dupree veil is now being worn by many sisters in the theatrical profession who have had the advantage of seeing how the yards of flimsy chiffon are managed so gracefully by the inventor. Miss Dupree stretches the veil on a sort of frame which is caught up or let down according to the wishes of the wearer.

Truly Shattuck also is an enthusiastic "chauffeur-ess," as she terms herself, and she contends that should she lose her voice and find herself seeking another calling than amusing the public, she will engage as an expert driver for some nice family. If there were such a thing as punctureless tires on the market then all obstacles in the way of women entering the lucrative profession of driving automobiles would be removed, she affirms. The tires are too heavy for a woman to adjust, but almost any woman may tinker about the machinery and accomplish about the same results as a chauffeur of the opposite sex does, if she will only lose that dread of getting her hands all greasy and grimy.

Jefferson De Angelis, the comedian, recently put himself conspicuously on record as a victim of the craze for speeding. He bought a machine, and, as he afterward told a friend, "that machine inherited all sorts of maladies from its ancestors. Anyway, it seemed to have constitutional troubles. While whizzing along Riverside Drive at a forty-mile clip it suddenly doubled up and dropped dead." A few days later he received a request from a charitable organization for the use of his car to take orphans for an outing.

"Is your car a touring-car or a runabout?" the committee asked.

"The machine was a runabout," answered the comedian, "but I traded it for a dog, and now I'm thinking of killing the dog."

GREAT BEAR SPRING WATER. "It's purity has made it famous." 50c. per case.



MISS BILLIE BURKE DEMONSTRATING HER SKILL IN DRIVING THE CAR WHICH SHE BROUGHT FROM ENGLAND.—Copyright by Ellis & Walery.



CHORUS GIRLS FROM THE NEW YORK HIPPODROME, WHO CAN CRANK-UP, DRIVE, AND REPAIR THEIR OWN CAR.—Dunn.



PAULA GLOY, AS "SUZANNE," IN "THE RIGHT OF WAY," DUE IN NEW YORK NEXT MONTH.—*Otto Sarony Co.*



ON THE CAMPUS IN THE COLLEGE BURLESQUE, "HIP, HIP, HOORAY!" AT WEBER'S THEATRE—AMELIA STONE AND CHORUS SINGING, "WON'T YOU TELL US HOW YOU CATCH THE BOYS?"—*Byron.*



MARIE DORO, STARRING IN "THE MORALS OF MARCUS," ON TOUR.—*Otto Sarony Co.*



SCENE FROM PUCCINI'S OPERA, "MADAME BUTTERFLY" (IN ENGLISH), AT THE GARDEN THEATRE—"YAMADORI" MAKES HIS PROPOSAL FOR THE HAND OF "CHO CHO SAN."—*White.*



CHARLES KLEIN'S "THE STEP-SISTER," WHICH HAD A SHORT RUN IN NEW YORK—THE DRESS-MAKER (CHRYSTAL HERNE) RECEIVES A VISIT FROM "THE MEANEST MILLIONAIRE IN AMERICA" (BRUCE MC RAE).—*Hall.*



ELSIE JANIS, THE YOUTHFUL HEROINE OF "THE HOYDEN," AT THE KNICKERBOCKER THEATRE.—*Morrison.*



MAY WARD, APPEARING WITH HER "EIGHT DRESDEN DOLLS," AT THE NEW YORK THEATRE.—*Strinberg.*



DAVID WARFIELD, WHO HAS SCORED A TRIUMPH IN "A GRAND ARMY MAN," AT THE STUYVESANT THEATRE.—*Marceau.*



ESTELLE WENTWORTH, PRIMA DONNA OF THE ABORN OPERA COMPANY, AT THE LINCOLN SQUARE THEATRE.



BERTHA KALICH AND HENRY KOLKER IN THE POETIC DRAMA, "SAPPHO AND PHAON," AT THE LYRIC THEATRE.—*Byron.*



OLGA NETHERSOLE, WHO WILL PLAY SEVERAL NEW ROLES IN NEW YORK IN JANUARY.—*Reutlinger.*



AN EQUESTRIAN SCENE IN "THE ROUND-UP," AT THE BROADWAY THEATRE—JULIA DEAN AS "POLLY HOPE," AND JACQUES MARTIN AS "PARENTHESIS."—*Hall.*

CURRENT AND COMING STAGE ATTRACTIONS IN NEW YORK.

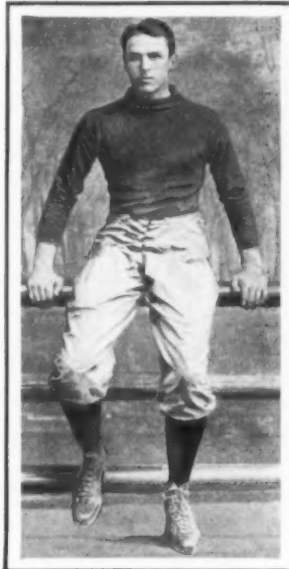
NEW SUCCESSES AND PRODUCTIONS THAT HOLD POPULAR FAVOR AMONG THE FREQUENTERS OF THE PLAYHOUSES.



ANTONIO LUBO, CAPTAIN OF THE CARLISLE INDIAN SCHOOL ELEVEN.—Boston Photo News Company.



RUGBY FOOTBALL GAME BETWEEN LELAND STANFORD, JR., UNIVERSITY AND THE "CASTAWAYS," AT LOS ANGELES.—Rafert.

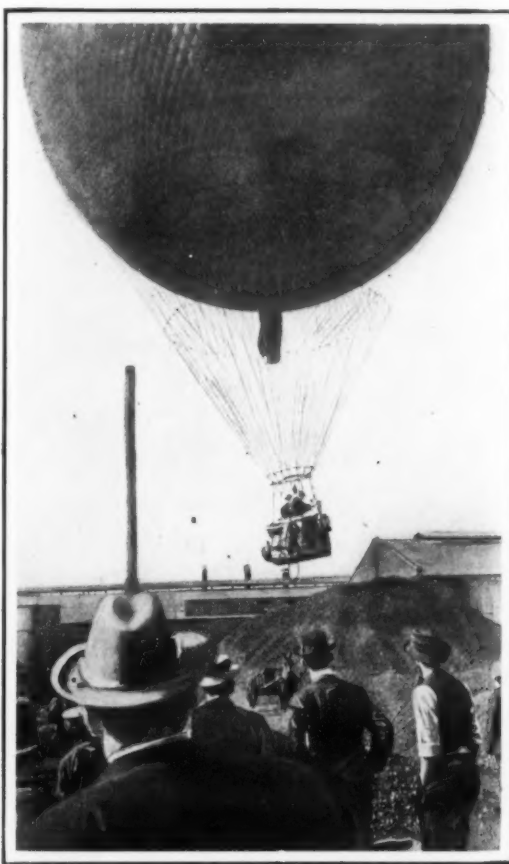


L. H. BIGELOW, RIGHT-TACKLE AND CAPTAIN OF THE YALE TEAM, SITTING ON THE FAMOUS FENCE. Boston Photo News Company.

THE COLLEGE FOOTBALL SEASON IN FULL SWING.



GREAT NEW YORK FINANCIAL INSTITUTION FORCED TO SUSPEND. ARISTOCRATIC FIFTH AVENUE BLOCKED BY DEPOSITORS SEEKING TO WITHDRAW THEIR MONEY FROM THE KNICKERBOCKER TRUST COMPANY, THE SECOND LARGEST IN THE CITY, WITH DEPOSITS OF \$65,000,000—NEARLY \$8,000,000 WAS PAID OUT IN TWO HOURS. B. G. Phillips.



WINNER OF THE LAHM BALLOON-CUP. UNITED STATES SIGNAL CORPS BALLOON NO. 10, STARTING FROM ST. LOUIS, WITH J. C. MCCOY AND CAPTAIN CHARLES DE FOREST CHANDLER, AERONAUTS. Pictorial News Co.

Cortez Responsible for the Potato-bug.

EVERYBODY knows the Colorado potato-bug; everybody does not know, however, the origin of this interesting and enormously destructive little pest. Professor W. T. Tower, of the University of Chicago, has been studying his ancestry and informs the world that the original potato-bug lived somewhere in the highlands of Central America. From him descended the great-grandfather of the insect in question—the striped black-and-white creature which still inhabits the coast of the Caribbean Sea. This insect never saw a potato plant; it lived on the wild sand-bur. This plant is distantly related to our cultivated potato; but until comparatively lately (as such terms are understood in discussions of evolution), no "potato-bug" has been anything but a sand-bur bug.

When the Spaniards invaded Mexico, in 1519, they introduced horses, and as the conquerors went north the sand-bur plants multiplied in regions where they had never been seen before, and the sand-bur beetle followed them. From these migratory beetles descended the present Colorado beetle, which was first recognized as a new species in the seventeenth or eighteenth century; but even up to 1823 it still lived on the wild sand-bur, and was not abundant or troublesome. With the western movement of civilization, however, the sand-bur beetle and Irish potatoes were brought in contact, and it was not long before the beetle decided in favor of the potato-stalks as against the fare furnished by the sand-bur. He began to be a potato-bug, and so rapidly did he thrive upon his new nourishment that inside of forty years he was known and execrated everywhere in the United States.

Coming from the far West, his inroads upon the East were for a time arrested by the Appalachian Mountains, but it was only a matter of a few years before the insect armies broke through this barrier and completed the conquest of America.

It is encouraging to learn from the entomologists that Nature has apparently done her worst, so far as the potato-bug is concerned. Other species have been developed since American scientists first noticed the existence of the Colorado beetle, but the new species do not seem to be able to propagate themselves in numbers sufficient to be at all alarming.

Rescuing Entombed Miners.

A DEVICE which has met all the requirements for effecting the rescue of entombed miners has been invented by Mr. W. E. Garforth, of Normanton, England. By its use the rescuer is able to carry with him into the mine a sufficient quantity of oxygen to keep him supplied while he performs his work. The oxygen is compressed into two small cylinders in a box-like contrivance strapped to the wearer's back, and is supplied to the lungs through a tube leading from the cylinders over the top of the helmet to the mouth. Provision is made for removing the carbonic acid from the expired air and disposing of it so as to obviate danger of its returning to the lungs during the next inhalation. Men equipped with this device have worked for hours in the most poisonous of gases without experiencing bad effects. It is known as the "Weg," and is said to be as useful to firemen as it is to miners.

Wonderful Operation for Cancer.

KNIFE surgery recently successfully accomplished the removal of a cancerous growth with which the wife of a wealthy Long Island contractor was afflicted. The operation was performed at the Hahnemann Hospital in New York, and in the course of it six abdominal organs, or portions of them, were removed—a feat which has never before been performed. The patient's death would have been a matter of only a few days if the operation had not been resorted to. In commenting upon it a New York surgeon said that the time was apparently not far distant when almost any except the vital organs might be removed without causing death. "The mortality of cancer," he said, "is the mortality of delay. If patients would only consult physicians early, and if physicians in general would appreciate that it takes only a few weeks to develop into a hopeless case, then cancer would, with other conditions, take its proper place as to mortality."

Sanative Shaving.

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Hints to Money-makers

[NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fourth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as the "Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. Preferred subscribers must remit directly to the office of Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to Financial Editor, LESLIE'S WEEKLY, 225 Fourth Avenue, New York. Mining inquiries should be addressed to Editor Mining Department, LESLIE'S WEEKLY.]

HOW serious has been the decline in stock values this year is shown by the fact that from December 31st last up to a recent date the average loss on all issues dealt in on the New York Stock Exchange was over thirty-seven dollars per share. This was the result, however, of no real panic nor of actual danger of one, although there have been apparent attempts to create an earthquake in the market. The process of liquidation has been in the main gradual, the recessions at times having been sharp, with rallies of more or less strength, though not lasting. Prices have for the most part been going down after the manner of an iceberg wasting in the sun, rather than by sudden and severe collapse.

In view of the many and varied influences working against the upholding of quotations, the decline noted, large though it has been, is, nevertheless, small in comparison with what might well have happened. Considering the exceptionally adverse circumstances it has had to contend with, the market has displayed remarkable resisting power. Attacks on our great corporations in the press and from high official quarters, and investigations, legal proceedings, drastic legislation, and threats of still worse, a money stringency, and a growing lack of confidence all around combined to create a situation that had in it possibilities of tremendous disaster. Had the leading securities been more vulnerable there might have occurred a panic in Wall Street of large dimensions and of far-reaching ill effects. The entire country would have felt the strain. But despite every inimical influence, the better classes of stocks and bonds have stubbornly withstood bearish pressure, yielding but slowly when at all, and to-day they are ready, with only a little encouragement, to take a pronounced upward turn. Many of the dividend-paying securities have justified their name and have parted with no whit of their intrinsic worth. Issues of over-capitalized, mismanaged, or dishonestly manipulated companies have naturally been unable to resist the drives directed at them, and have had no greater fall than in general they merited.

In fact, the past few months have disclosed some impressive object-lessons to the investor and the speculator. They have served to test and to try out the flotations of our railroad, industrial, and mining corporations, and have sharply separated the wheat from the chaff. It is now evident that the majority of the securities bought and sold at the foremost exchanges are sound and trustworthy. The figures at which they can be obtained to-day make them exceedingly tempting to the hunter for bargains, and even if

they should yet fall somewhat, patient holders of them will eventually find their purchases profitable.

For the securities markets are inextricably linked with and responsive to the country's state of prosperity. It is the vitality and stability of business enterprises which render their paper obligations valuable and marketable. It cannot be denied that the United States is to-day a most prosperous land, notwithstanding the doleful wails and dark predictions of the professional pessimists. The weakness in stocks of real value cannot long continue, because the conditions that give these their value bid fair to be maintained.

The foes, intentional or unwitting, of prosperity appear to have exhausted their resources of assault. Already there are indications of returning faith in the future of securities. Small investors without number are reported to be picking up the bargains offered, which is even more significant than if a few rich men were gathering them in. The possessors of big purses, however, can hardly be blind to their chances of money-making, and are without doubt buying for investment on downward turns. Saner policies in regard to the treatment of corporations are gaining in favor, and there are signs that both the people and legislators—to say nothing of executives—are realizing that the capitalized combinations have been hectoring overmuch. Moreover—a sure forerunner of an improved state of affairs—optimistic views are being expressed by some of our eminent capitalists. They assert that there is—contrary to widespread belief—plenty of money in the country, and that an easy money market is close at hand, with an effect on the prices of stocks which is self-evident. That high financial authority, ex-Comptroller of the Currency George E. Roberts, now president of the Commercial National Bank of Chicago, makes an interesting statement along this line, as follows:

"I have been looking for a turn in money for some time. Each day brings us nearer to it, and we are very near it now. The worst in tight money has been seen. The tendency is toward easier conditions. The West is in splendid condition. There is no reason whatever why there should be a commercial panic. The farmers have the crops and plenty of money. Their buying power is enormous. Very soon we will begin to feel the effect of the crop movement. It means that the balance of trade will be in this country's favor. New York seems to be having some more trouble, but the general outlook is encouraging."

New York is, after all, but a limited section of the United States, and Wall Street, however powerful, is but a fraction of New York. The prosperous conditions in the West must find a quick response throughout the remainder of the country, and our chief financial centre will not be exempted from the benefit. While a regular bull market, with prices soaring strongly and rapidly, will hardly, in the nature of things, materialize this year, or even before next fall, there would seem to be no valid reason why stocks should not, from now on, at least hold their own. It is true that a presidential campaign confronts us a few months ahead, and that usually business is dull and the stock market stagnant

during such a period of political uncertainty. But the cause of this is largely sentimental, for no very injurious consequences are likely to follow the election of any of the candidates likely to be put in nomination. If common sense were only allowed to have full sway, the end of this interval of incipient depression would soon be seen. The industries and the commerce of the nation are on too solid a footing and too flourishing, and the prospects of their added development are too bright, to permit of more than a temporary clouding of the financial heavens. The reaction lately undergone has been wholesome in checking over-speculation and bringing things down to a more substantial basis.

A factor in the late flurry in the stock market was a feeling of uneasiness concerning the conditions of certain New York banks. The clearing house authorities, however, took prompt action in the matter. Investigation by their representatives was followed by the resignation of a number of prominent bank officials supposed to be too closely connected with speculative operations. The result was a restoration of confidence which showed itself in firmer prices for securities.

"L." New York: Atchison around 80 should be a good speculation. Each of the following stocks, paying 6 per cent. dividends, are attractive at present prices: Southern Pacific, Baltimore and Ohio, and New York Central.

"A." Hammond, Ind.: Since the date of your letter United States Realty has declined several points. Of course it would not now be a good purchase at the higher price. At about 40 it would be a fair purchase for a long pull.

"M." Granite City, Ill.: I can find no record of the firm in the commercial agency reports. However responsible the corporation may be, the success of the enterprise which it is promoting is problematical; you can find safer things in which to invest money.

"S." Spring Valley, N. Y.: Col. Fuel and Iron would be a good purchase at \$15 or \$16 for a long pull. But you must remember that such a venture would be purely speculative. The value of the stock is dependent on the prosperity of the iron and steel industries.

"M." Portland, Me.: 1. Pacific Mail lately declined below the figure specified in your letter. It is not a good purchase at present. 2. Vigorous efforts will doubtless be made in Congress the coming winter to pass a subsidy bill, but the result cannot be foretold, as the measure will be strongly opposed as well as zealously advocated.

"D." Ludlow, Vt.: 1. Great Northern preferred, 7 per cent.; Northern Pacific, 7 per cent.; Union Pacific common, 10 per cent.; Southern Pacific common, 6 per cent.; Kansas City Southern preferred, 4 per cent.; Copper Range, 6 per cent. 2. The mining stock cannot be bought on a margin as readily as a good railroad stock. If you buy any of it, it would be safer to pay for it in full.

"A." Philadelphia: 1. I cannot recommend the savings and loan company you name. 2. For the purchase of bonds that are sound and that will yield 6 per cent. or more, apply to any one of the following reliable New York firms, all members of the Stock Exchange: J. S. Bache & Co., 42 Broadway; Swartwout & Appenzellar, 40-44 Pine Street; Spencer Trask & Co., Pine and William streets. 3. Consult some trustworthy financial house in Philadelphia.

"T." Buffalo, N. Y.: The New York Realty Owners Co. is engaged in buying and improving high-grade New York real estate. Its capital is secured from the sale of its shares, and its profits all go to the shareholders. The company purchases property in the direct line of the city's greatest growth. Its operations are an open book to stockholders, who all testify to their satisfaction with the way in which the business has been conducted.

"W." Ladonia, Mo.: 1. American Sugar Refining at 105 or less is considered a fair speculation. It has at times been considerably higher, and it has paid good dividends. 2. The Colorado Industrial Company's 5 per cent. bonds are guaranteed by the Colorado Fuel and Iron Company. The issue amounts to \$37,983,000, of which \$13,061,000 is convertible into stock. These securities are of a speculative character, and are not a first-class investment. 3. Instead of the low-priced stock you mention, I would buy dividend payers that are reasonably safe. They are a surer speculation, and certainly a better investment.

NEW YORK, October 24th, 1907.

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A Moslem "Holy War" in Africa Predicted

A DIREFUL prophecy of a Moslem "Holy War" greater than any ever known is made by an officer in the British East African service, in an article in the *Nineteenth Century*. The agency by which it will be brought about is the famous Mohammedan secret society known as the Senussia, which has long been preparing for a life-and-death struggle between the dark-skinned races of Africa and the white invaders. Founded in 1835 by the Sheik Senussi, the sect of the Senussia is to-day a powerful organization, with branches in almost every Mohammedan country in the world. Its founder was an Algerian Arab, claiming descent from the Prophet Mohammed. The doctrines which he preached were: The freeing of the Moslem faith from all its corruptions and abuses, its restoration to its early purity, under a universal leader, and the deliverance of all Moslem countries, but especially those of Africa, from the yoke of the infidels, to which end he inculcated undying hostility to every Christian. These ends can be accomplished only by the declaration of a "Jehad," or holy war, such as was predicted by the Prophet himself.

The first Sheik Senussi died in 1859 or 1860, and was succeeded by his son Mohammed, who continued the development of his father's great idea. He founded, near the western frontier of Egypt, in the Libyan desert, the strongly-fortified town of Jarabub, which he made the headquarters of his organization. There he is said—no white man has ever visited the place—to have established factories of arms and ammunition, to have accumulated stores of war materials, and to have received tribute from the chiefs and sultans of the interior. Meetings of the heads of the widely-scattered branches of the brotherhood were held there yearly, and the order increased in power to such a degree that he was able, in 1861, to pass an edict having the effect of excommunicating Abdul Majid, the Sultan of Turkey, for his friendly relations with the European Powers. By 1887 the number of branch organizations had increased to one hundred and twenty or more, bound together by an elaborate system of registration, and possessing means for the quick transmission of important news. Mohammed surrounded himself with mystery, never appearing unveiled, it is said, even before his closest disciples, and living in great seclusion and aloofness. He enjoined his followers to keep their connection with the Senussia as much a secret as possible, and, in accordance with his instructions, the members of the order have no distinguishing marks, as is the case with other Mohammedan sects, but are said to make themselves known to one another by signs known only to the initiated.

The Sheik Mohammed died several years ago, and his successor, according to the authority just quoted, is at present engaged in organizing a movement for a general Mohammedan rising throughout Africa. His plan involves a thorough organization and the seizing of an occasion when either France or England, to which countries the Senussia is most hostile as the chief foreign Powers in Mohammedan Africa, is engaged in war elsewhere. Mohammed realized that the time was not yet ripe for a Jihad, and refused to give aid to the Mahdi when that fanatic solicited it, holding him an impostor and a charlatan. Yet it is said that he secretly gave aid to several native uprisings in the French possessions in northern Africa, and the Mad Mullah of Somaliland, who has given so much trouble to the British, is in correspondence with the Senussia, which is also surmised to have had something to do with the more recent disturbances in Egypt. In order to be able to strike effectively when the time comes, Major Wilson says, the members of the order enlist in the native military forces maintained in Africa by the European Powers, to such purpose (particularly on the west coast) in fomenting sedition that, "should the word 'Jehad' come from the Sheik Senussi, seventy-five per cent. at least of our Mohammedan troops would be in arms against us." He knows of five Soudanese non-commissioned officers and privates who took their discharge last year, at the end of their period of service in the British forces, and departed to join the Sheik in the north. Every year, too, members of the order are sent to Europe, chiefly to England and France, to be educated on European lines, the better to fight the common enemy when the time comes. "These two facts alone show definitely that we are dealing with no ordinary Arab or negro fanatical outbreak, but with a vast organized movement directed by a high intelligence, whose ramifications extend everywhere, and which, in the coming years, will prove itself a distinct and important, if not the dominating, factor in the affairs of the Dark Continent." Mohammedanism throughout all northern Africa is permeated with Senussism, and it is firmly established in Egypt, the Soudan, Somaliland, Arabia, Abyssinia, Mesopotamia, Asia Minor, European Turkey, Uganda, Zanzibar, and the east and west coasts of Africa.

The writer's conclusions are summed up in these words:

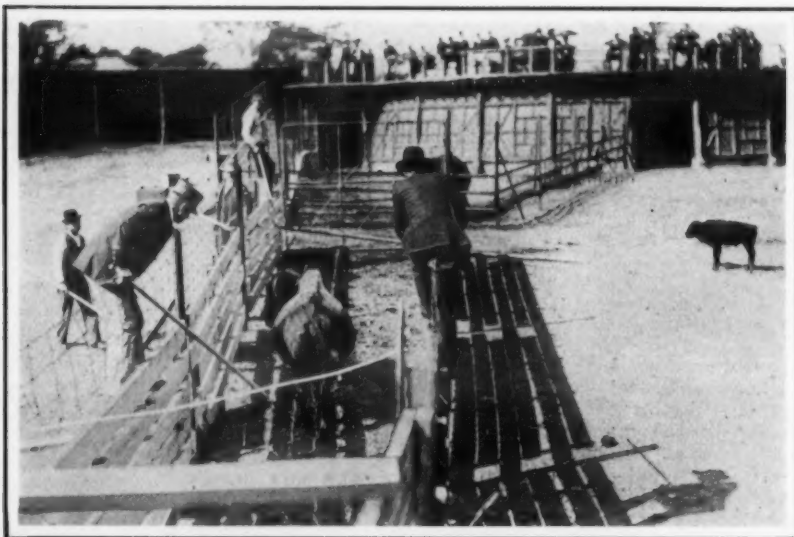
Most probably I shall be set down as an alarmist, but it is my absolute and certain conviction that the Senussia is a far more mighty force than we in Europe have any conception of, that it is prospering and gaining prestige daily—almost hourly—and that the day is draw-

ing steadily nearer when we shall stand face to face with a wave of Mohammedan fanaticism, universal throughout the continent, thoroughly organized and amply prepared, compared to which all previous wars with black races will be the merest child's play. I think, myself, that the next twenty years will see the advent of the crisis, but who can be certain?—it may be fifty years hence, it may be tomorrow. It is needless to mention the effect that a Mohammedan rising of this magnitude will have on the warlike pagan races of Africa such as the Zulus, Swazis, Basutos, Wanyema, Massai, etc., who will jump at the chance of striking a blow at their white masters. I am convinced that when the time does come, every black skin in Africa, with the possible exception of the Christian Abyssinians, will be in arms against the white races. When that day does come, and come it will certain as fate, the whites in Africa will be at death grips with one of the most formidable movements of all time—a wave of Moslem fanaticism rolling in countless numbers across the African continent. Composed of some of the very finest fighting material—if not the very finest—in the whole world, much of it trained to arms by Europeans, well armed, ably organized and led, gathering momentum at every step, there will spring into being one of the most irresistible forces the world will yet have seen. In a day there will have arisen a situation compared to which the Indian Mutiny and the Soudan campaigns combined would be the smallest of incidents. Let me once again reiterate my firm conviction that the next twenty years will see Europe struggling in the throes of an African war against forces so great that at the end it is unlikely to a degree that a single white man remains in Africa.

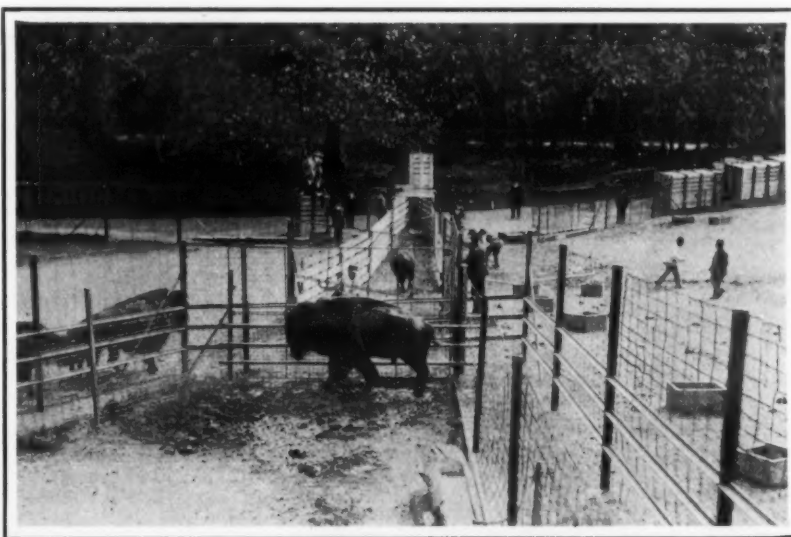
New York Buffaloes for a National Park.

NEW YORK CITY has the honor of furnishing the first buffaloes to be placed in the new National Game Preserve in the Wichita Mountains, in Oklahoma. Fifteen of the Bronx Zoological Park herd of forty-eight were recently shipped to that destination, having been presented by the Zoological Society, which hopes that this almost extinct species will increase in numbers there. There were five bulls and ten cows—the best of the herd and in the prime of buffalo life, the oldest being five years of age. Frank Rush, a Western cow-puncher experienced in the ways of the buffalo, and a dozen park-keepers had a hard day's work in persuading the animals to enter the narrow timbered runway which led to the crates in which they were to be placed for their long railway journey; but lures of hay and vigorous pushings and proddings finally prevailed, and the buffaloes were loaded into palace stock cars and started West. This was the second recent shipment of buffaloes from New York, the other having been that of the Starin herd at Glen Island, which was sent to Bliss, Okla.

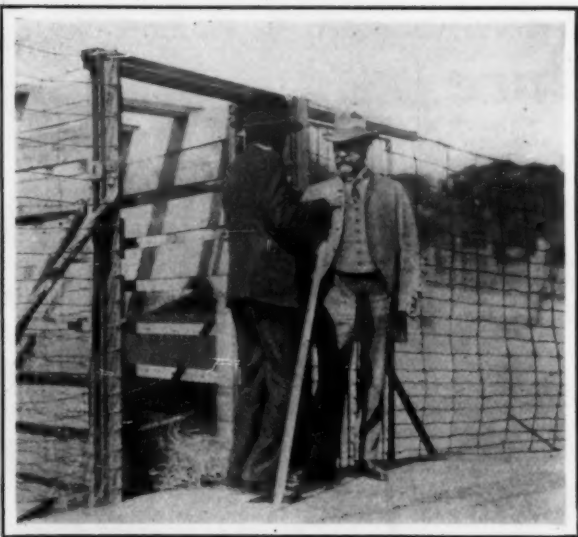
The buffalo park of the National Game Preserve is 8,000 acres in extent, and is surrounded by a fence seven and a half feet high. The total area of the reservation is 60,500 acres.



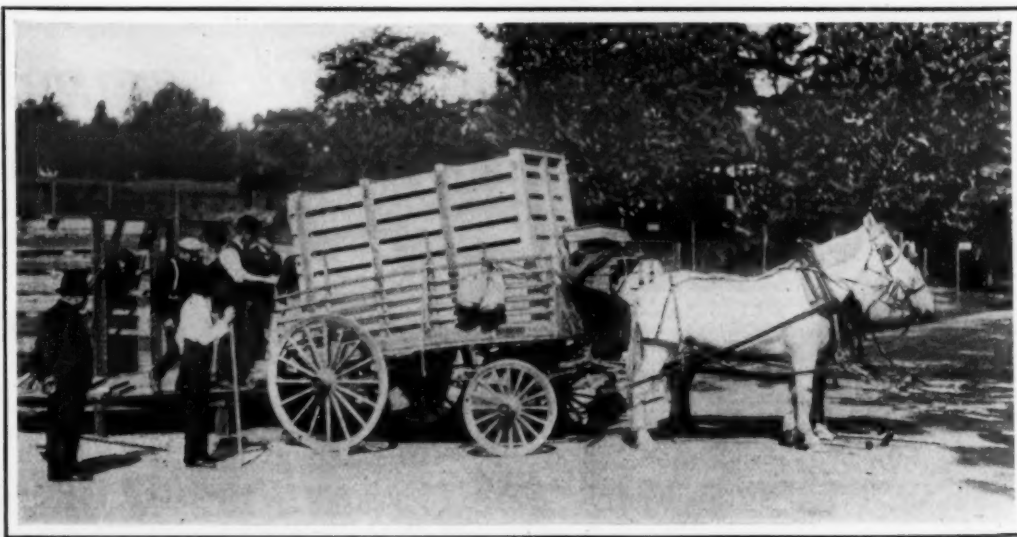
KEEPERS URGING A REFRACTORY MEMBER OF THE HERD ALONG THE RUNWAY TOWARD THE CRATE IN WHICH HE WAS TO BE SHIPPED.



THE BIGGEST BULL OF THE HERD IS LOATH TO LEAVE HIS COMPANIONS. NOTE THE CRATES IN THE BACKGROUND.



DIRECTOR HORNADAY, OF THE "ZOO," AND FRANK RUSH, THE COWBOY IN CHARGE OF THE REMOVAL OF THE ANIMALS.



ONE OF THE BUFFALOES CRATED AND READY FOR HIS LONG JOURNEY TO THE NATIONAL GAME PRESERVE IN OKLAHOMA.

NEW YORK CITY EXPORTS BUFFALOES.

HOW FIFTEEN OF THE BIG BEASTS WERE CORRALLED AT THE BRONX "ZOO" AND SHIPPED TO OKLAHOMA.—Photographs by H. D. Blauvelt.

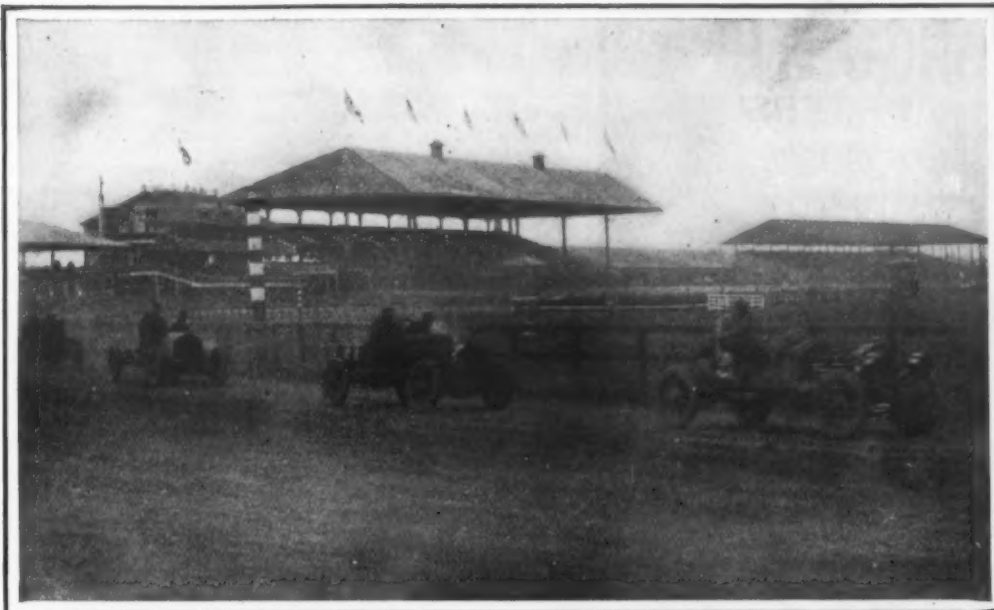
Abolish "Passing the Plate."

(From the Boston Watchman [Baptist].)

LESLIE'S WEEKLY has a leading editorial under the title, "Does Church-going Cost Too Much?" in which it is asserted that many people who would like to go to church are prevented from doing so by the many calls for money involved in regular church attendance.

This proposes a very serious subject for consideration. Whatever of truth there is in the assertion, or if there is any truth in it, it deserves most careful treatment. * * * The editorial in LESLIE'S WEEKLY also suggests that at least some people who go to church, or who would like to go to church, feel that the present methods of raising money for the church support and benevolence impose some constraint on them. If there is any such feeling the methods ought to be revised. God loveth the cheerful giver, and He doesn't love any other kind of a giver. Money for religious or charitable purposes extorted from reluctant hands may benefit the cause in which it is used, but not those who have parted with it unwillingly. Any methods which involve such exactions are opposed to the Christian spirit of pure voluntariness and ought to be discarded.

We have often felt that the prevalent method of taking collections in churches ought to be changed. In essence it is a public demand on every person in the congregation for a contribution, and subjects every person to the necessity of a public refusal to give, or of a willing or unwilling compliance with the demand. So ill-mannered a proceeding has been tolerated in civilized communities only by the force of a long-continued



THE RECORD-BREAKING TRACK AT BRIGHTON BEACH—END OF A TWENTY-FOUR-HOUR AUTOMOBILE RACE.—B. G. Phillips.



CROWD OF SIGHT-SEERS GATHERING ON THE FINE BEACH AT ORMOND, FLA., TO WITNESS THE SPEEDING OF FAST RACING-CARS DURING AN INTERNATIONAL MEET.—A. E. Dunn.

custom. In addition to its incivility it wastes time.

Many churches have abolished it and placed small boxes in every pew, and at a certain point in the service, after a moment of silent worship, each person places a contribution in the box, if he or she desires, or refrains from doing so. This plan is far preferable to the method of passing the contribution boxes. Even the Roman Catholic way of placing boxes at the entrance to a church to receive the offerings of those who wish to give is preferable, and it has the good precedent of the method used at the temple in Jerusalem by divine direction. In other of their methods for raising money, however, the Roman Catholic Church is far from deserving commendation.

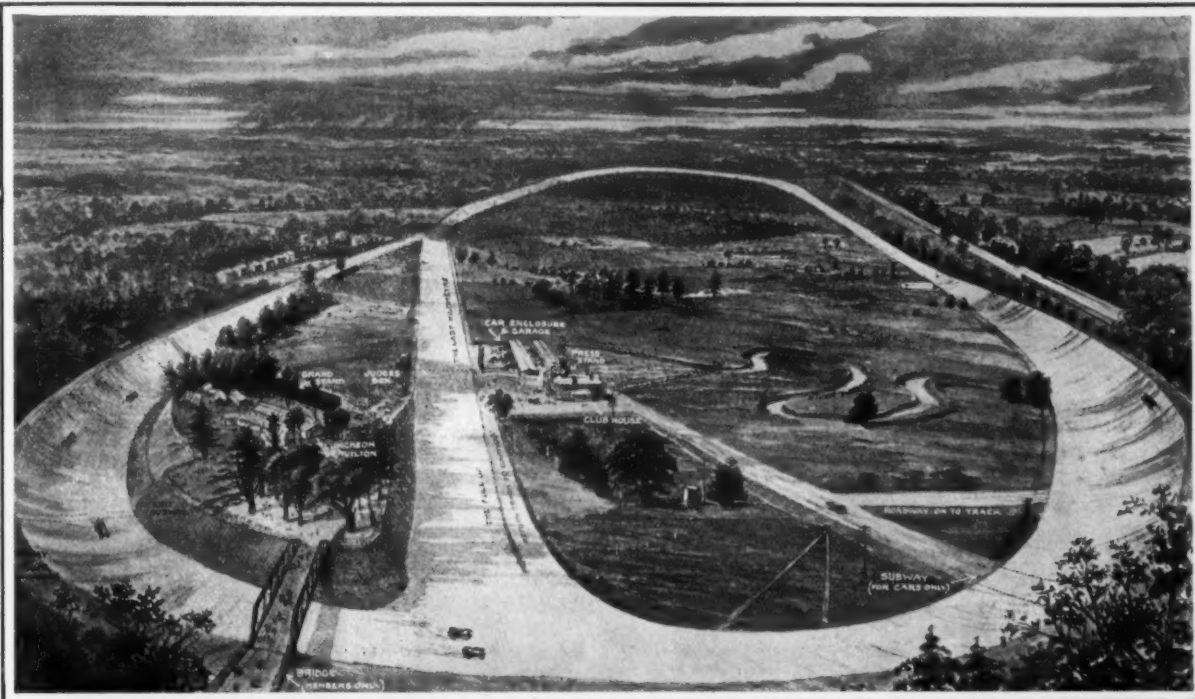
We have also felt that the methods of raising money for benevolence in our churches have been trending toward the mechanical and away from the voluntary spirit which should be predominant. Many churches which do not report a single conversion in a whole year point proudly to an increase of benevolent contributions. In many churches there is far more effort and activity in raising money than in winning souls to the Saviour. This is an inversion of emphasis, and will result in spiritual desolation. The atmosphere of the church should be such as to make it easy and agreeable for people in general to attend the services, and easy and natural for them to become disciples of the Lord. There should be no pressure or constraint to induce the giving by anybody of money for religious purposes, but giving should be the cheerful and voluntary act of ardent love for the Lord.



THE SUPERB MOTORING COURSE AT ATLANTIC CITY, N. J.—START OF A FREE-FOR-ALL RACE FOR STRIPPED AMERICAN AUTOMOBILES.—P. J. Press Bureau.

Millions in Pure Spring Water.

STATISTICS compiled by the Geological Survey give the commercial production of spring water in the United States for the last fiscal year as 51,407,668 gallons, with a total value of \$8,559,650. This means a net increase of production over the preceding year of 1,954,034 gallons. Thirty or more American springs, which advertise more or less widely, have agencies in New York City, and one Chicago firm reports the sale and distribution of 3,000,000 gallons in that city. The indications are that the consumption of bottled spring water will continue to increase, so long, at any rate, as the pollution of water-courses is unchecked by public sentiment and legislation. After people have lost their first fears of a typhoid or other epidemic arising from public water supplies, many continue the use of bottled waters because they have come to prefer the taste of them. The outlook for American springs whose waters have medicinal qualities is as promising as that for table waters. The United States has as great a range of mineral waters as any European country. Only time and money spent in judicious advertising are needed to convince the public of this fact, as yet imperfectly understood. With such advertising, it is safe



SPLENDID AUTOMOBILE RACE-TRACK NEAR WEYBRIDGE, ENGLAND, JUST OPENED, WHICH COST \$500,000—THE SLOPE AT THE CURVES MAKES NINETY MILES AN HOUR A SAFE SPEED—THE COURSE IS THREE AND ONE-QUARTER MILES IN CIRCUIT.

Illustrated London News.

to predict that some American springs, situated in the midst of natural beauties, will become as famous and as liberally patronized as the great European spas.

Parks as Public Educators.

AN EXAMPLE which might well be followed by other cities is set by Baltimore, which is beginning the work of labeling the trees in its public parks. On each label will be the common, scientific, and family names of the tree, as well as its geographical distribution. Labels were affixed to the park trees in 1880, but most of these have been removed or have become illegible. Plans have also been made for an economic garden in Druid Hill Park, and the city authorities will proceed to carry them out next spring. Tobacco, cotton, ordinary garden vegetables, grain, sugar-cane, hemp, and flax will be planted. Labels will give the names of the plants, the localities in which they flourish, and the commercial uses to which they are put.

Neither of these plans is new, but even in the cities which, like New York, have adopted the labeling system, many of the labels have been lost or defaced in the lapse of time, so that the work of identification needs to be done again.

Birthmarks Removed by Radium.

RADIUM has been successfully applied to the removal of birth-marks, according to the statements credited to Drs. Wickham and Degrais, of Paris. They are reported, by the simple application of a plane surface coated with varnish containing radium, to have removed all traces of such disfigurements from adults and children. The applications are said to be absolutely painless, and to affect most easily the marks which are most highly colored.



ANGOSTURA BITTERS
Celebrated
Appetizer of
Exquisite Flavor
DR. SIEGERT'S
The Only Genuine
**BEWARE OF
SUBSTITUTES**
Originated 1824



**HARTSHORN
SHADE ROLLERS**
Bearing the name of Stewart
Hartshorn on label.
Get "Improved," no tacks required.
Wood Rollers Tin Rollers



A Club Cocktail
IS A BOTTLED DELIGHT

THOUSANDS have discarded the idea of making their own cocktails—all will after giving the CLUB COCKTAILS a fair trial. Scientifically blended from the choicest old liquors and mellowed with age make them the perfect cocktails that they are. Seven kinds, most popular of which are Martini (Gin base), Manhattan (Whiskey base).

The following label appears on every bottle:

Guaranteed under the National Pure Food and Drugs Act, Approved June 30th, 1906. Serial No. 1707.

G. F. HEUBLEIN & BRO., Sole Props.

Hartford New York London

By H. L. V. Parkhurst.



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"WHEN THE STAR SHINES BRIGHTEST BE-
WARE OF MAGNETIC ATTRACTIONS
FOLLOWED BY LOCAL STORMS."

"Weather indications for married men—"

Photogravure in sepia, 15 x 19.
One Dollar.

PICTURE DEPT., JUDGE CO., 225 Fourth Ave., New York

By James Montgomery Flagg.



Copyright, 1907, Judge Co.

"GOOD ENOUGH TO EAT."

The hard and fast law of nature, "You can't eat your cake and have it too," is probably all that saves her.

Photogravure in sepia, 15 x 19.
One Dollar.

PICTURE DEPT., JUDGE CO., 225 Fourth Ave., New York

Making Money in Mining.

THE RECENT heavy liquidation in copper mining stocks is by no means a reflection on the business of mining itself. The drop in values of copper securities was mainly due to the decline in prices of copper resulting from over-production of the metal. Certain extensive producers unwisely sought to corner the copper market, and in spite of the great surplus on hand pushed prices up to excessive figures. This cut off the demand for the metal, and in order to secure trade producers were compelled to lower prices. As the metal receded from the unprecedentedly high point of 25 cents and over per pound, the stocks of the producing companies, whose dividends were affected, naturally took a downward course. But the whole trouble is now in a fair way to cure itself. Many mines cannot profitably be worked at the late selling price of the product, and are being closed until a more propitious season. This will decrease production, while trade demands will still be large. Stoppage of employment results in dispersion of the forces of skilled workmen, and when the market improves, through depletion of the surplus of copper, it will be difficult to get the men back. This will retard increase of production, and prices of copper must again advance. The copper mining business legitimately conducted is still sound and promises profit. Experts do not anticipate a very long period of stagnation in the business.

"H." Derry, Pa.: The parties have no rating, and I cannot endorse their undertaking.

"P." Buffalo, N. Y.: The company is unknown to me, and I cannot recommend it or its projects.

"C. R. M." Buffalo, N. Y.: The enterprises you inquire about are both of doubtful worth at present.

"W." New York: The property is said to be an excellent one, and at present prices it is a good speculation.

"R." Rochester, N. Y.: It is a good speculation but not a first-class investment. The Cobalt stock you mention is regarded as a better purchase.

"K." Grand Rapids, Mich.: The first-named company has some good properties and its stock has speculative merit. The other company's standing will be inquired into.

"W." Chicago: 1. The "system" is not to be commended, and its promoters have no rating. 2. The value of the property has yet to be proved. Better not be in a hurry to buy the stock.

"N." Boston: Prominent banks, mining engineers, mine operators, and business men who are among the best known in the United States endorse in strong terms Charles Butters, President of the Butters Potosi Consolidated Mines, Incorporated. A statement of his shipments of gold and silver bullion shows that his operations are large, and I am informed from reliable sources that they are very successful financially. The engineer's report on the Potosi mine, which is free milling gold, is very favorable, stating that in the opinion of the engineer the mine will earn net \$1,250,000, with an output of 20,000 tons a month. The capitalization of the Butters Potosi Company is small, \$1,000,000, which makes each share more valuable. An advantage of the company as an investment is, that it is a gold enterprise. Gold is always stable. Copper, silver, lead, zinc, and other metals fluctuate, sometimes dangerously, with market conditions, while the price of gold and the demand for it remain fixed.

NEW YORK, October 24th, 1907. R.

Mining Notes of Special Interest.

WHAT is said to be a rich mining region is opened up by the Southern Pacific extension down the west coast of Mexico. In the Arizpe district of Sonora, for example, as well as in a number of the undeveloped districts of Sinaloa, Americans are reported to be making purchases of promising properties and beginning their development on a large scale. In the Sonora districts of Chiapas, Cumpas, and Buena Vista, which have never before felt the effect of modern methods of extracting ore, highly satisfactory development work is said to have been done.

Samples of leaf gold, some larger than a five-dollar gold-piece and from one-eighth to one-sixteenth of an inch in thickness, have been shown as coming from the Gold Circle district in Arizona. They assay in the proportion of \$200,000 to the ton. The discoverer says that there is a two-inch streak like his samples, besides twenty feet of other ore, exceedingly rich.

One of the mines in the Yerington district of Nevada is experimenting with the treatment of copper ores by electricity. From what has been done thus far it is calculated that from ninety to ninety-five per cent. of the values can be thus extracted. A plant which will treat 1,000 tons of ore daily is being planned.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

IT PAYS to be wide awake in the life-insurance business, as in all others. While some of the companies which suf-

fered from the investigations and the consequent popular distrust in life-insurance propositions have apparently been in the dumps ever since, conducting no special advertising campaign and offering no special inducements to the public—though the period succeeding the investigation would seem to have been the very one in which advertising of their real soundness was most necessary to counteract popular prejudice—the Prudential appreciated the delicacy of the insurance situation and met the emergency with the well-advised offer of new and attractive policies at lower rates. The result of this enlightened campaign of advertising is said to have been a great increase in the volume of business, affording a notable example of enterprise to the Prudential's competitors.

"A." Geneva, N. Y.: My advice is to invest at least a fair portion of your savings in a life-insurance policy issued by some first-class company. Your family needs more financial protection than a mere deposit in a bank can give it.

"L." Richmond, Va.: If you are, as you say, physically disqualified to obtain an increase of insurance on your own life, and you feel able to pay the premiums on the policy of your father-in-law, who cannot continue the payments, I should by all means pay his premiums, since he is willing to make you his beneficiary.

"M." St. Paul, Minn.: The company you name is still in its infancy. It has yet to prove its stability and reliability. Why should you risk any money in it when you can secure a thoroughly sound policy in a company such as the Prudential, of New Jersey, which is unquestionably able to pay all claims on maturity? A long-established insurance organization is always to be preferred to a new one.

"W." Fall River, Mass.: I have frequently explained the great superiority of the old-line over the assessment insurance company. Of the first assessment company which you mention I find no record; the second one is a rather strong organization of its kind; the third is weak, and the fourth is reported to be dying out. Even at the age of 64, your father, who appears still to have a long expectation of life, would find it advantageous to drop his assessment policies and to take out a policy in an old-line company, which charges a fixed sum yearly and never varies the premium until the policy expires. I know a man of 68 who recently insured his life in an old-line company, and who stands a good chance of collecting the face value of the policy at the end of twenty years. H.

Business Conditions Sound.

RICHARD H. SWARTWOUT, of Swartwout & Appenzeller, New York, in reply to a request for his opinion of the recent financial conditions, said: "The hysteria, which is specific rather than general as yet, would be largely dissipated by a calm realization on the part of merchants and business men that the fundamental business conditions of the country are sound. Crops are good and bringing a high price, so that a conservative and proper curtailing of business will in a very few weeks permit the accumulation of money in sufficient volume to answer all needs. Financial institutions in the West and Southwest have prepared themselves to take care of the local needs, and as soon as crops are marketed will have money to send to the assistance of the Eastern situation. A sufficient inquiry for high-grade securities from individuals demonstrates that there is money for investment and that this money would be spent in taking advantage of present opportunities the very moment that the investing public could feel a confidence of a turning market in the near future. Pessimistic talk can only hurt the situation and is unnecessary in view of fundamental soundness."

Dr. Bull's Cough Syrup is reliable. Why try a substitute when this remedy will cure your cough or cold? 25c.

Not Intentional.

Horace—"Reggy went on a bear-hunt and met with an accident."

Howard—"Goodness! What was it?"

Horace—"He shot one."

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy for their children. 25c. a bottle.

Twilight Murmurings.

"I LOVE a dim, religious light," she murmured.

"I was brought up in Pittsburgh, too," he said.

THE BEST WORM LOZENGES for CHILDREN are BROWN'S VERMIFUGE COMFITS. 25c. a box.

The Noose.

Teacher (expectantly)—"Now, children, how many of you can tell me what a lasso is?"

Willie (hurriedly raising his hand)—"Please, ma'am, it's a long rope with a running nose at the end."

The Sohmer Piano received the First Medal of Merit and Diploma of Honor at the Centennial Exhibition. It has the endorsement of the leading artists in the United States and foreign countries.



THE LEGIONS OF CAESAR

WERE NOT NEARLY SO NUMEROUS AS THE VAST MULTITUDE WHO DAILY FORTIFY AND COMFORT THE "INNER MAN" WITH A "WEE NIPPIE" OF

HUNTER BALTIMORE RYE

THE AMERICAN GENTLEMAN'S WHISKEY

Sold at all first-class cafes and by jobbers WM. LANAHAN & SON, Baltimore, Md.

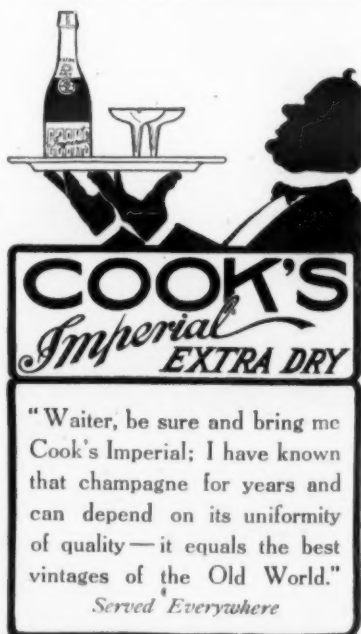


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Homburg's Famous
Table Water

The peerless table water. Delightful as a beverage and an additional charm to the high-ball. Bottled at the Springs, Homburg v.d. Höhe, Germany.

By Royal Warrant to His Majesty the King
LUYTIES BROTHERS
New York
Sole Agents

EMBODIMENT OF LIFE AND PURITY



COOK'S
Imperial
EXTRA DRY

"Waiter, be sure and bring me Cook's Imperial; I have known that champagne for years and can depend on its uniformity of quality—it equals the best vintages of the Old World."
Served Everywhere



SEASIDE WAG—"What's the difference between your twenty-five cent diamond pins and your dollar ones?"
JEWELER—"You get a better diamond."—*Punch*.

White Rock

"The Champagne of Waters"

Intending purchasers of a STRICTLY FIRST-CLASS Piano, or Piano and Self-Player combined, should not fail to examine the merits of the world-renowned

SOHMER PIANOS

and the "SOHMER-CECILIAN" Inside Players, which surpass all others.
Catalogue mailed on application.

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ARTISTS YOU SHOULD KNOW.

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I. W. Harper Rye

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ROME HOTEL IMPERIAL

(White House)
Via Veneto :: A NEW LEADING FAMILY HOTEL

Are you going to St. Louis?

The HOTEL HAMILTON is a delightful place in the Best Resident Section and away from the noise and smoke; yet within easy access. Transient Rate: \$1.00 to \$3.00 per day. European Plan. Special Rates by the week. Write for booklet. Address: W. F. WILLIAMSON, Manager.

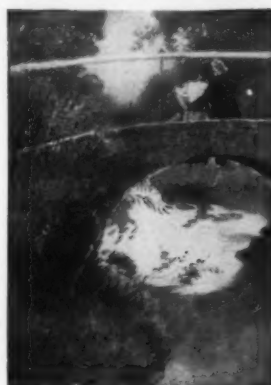
VICTOR AUTOMOBILE, 8 H. P., steel or solid rubber tires; will climb heavy grades or pull through deep mud or sand; strongly constructed. Price, \$450. Send for descriptive literature. Victor Automobile Mfg. Co., St. Louis, Mo.

The Best Advertising Medium

Leslie's Weekly

Have you seen THE TEDDY BEARS in this week's JUDGE?

By James Montgomery Flagg



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ANOTHER BRIDGE SCANDAL

All such scandals should be held up in this manner to the public view, in a sort of modern pillory, as an example to the youth of our country.

May the lesson sink deep!

Photogravure in sepia, 14 x 19—75 cents.

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NIAGARA FALLS 9 HOURS FROM NEW YORK VIA NEW YORK CENTRAL LINES.

THE INCOMPARABLE WHITE THE CAR FOR SERVICE



The above is a faithful reproduction of the new automobile factory of The White Company, Cleveland, Ohio. This vast structure affords facilities for the most perfect workmanship and in all respects is an appropriate home for the company which has produced twice as many large cars as any other concern in the world and which has the largest paid-in capital.

The cars shown on this page are some of the new Model "K" 30 steam horsepower machines.



During the last season, the White won every hill-climb in which it was entered; won the Hower trophy in the Glidden tour; made the fastest time of the year on the track; and in other important contests proved its superior speed and reliability.



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WHITE STEAMERS

Noiseless
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Free from vibration
Perfect flexibility
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Easiest on tires
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Steam pressure remains practically constant

New drivers can secure as good results as the expert

Eighth year before the public

The only American touring car sold in England, France, Germany and Italy
The White gives the maximum of motoring satisfaction to the private owner

No delicate parts
Simplest construction
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